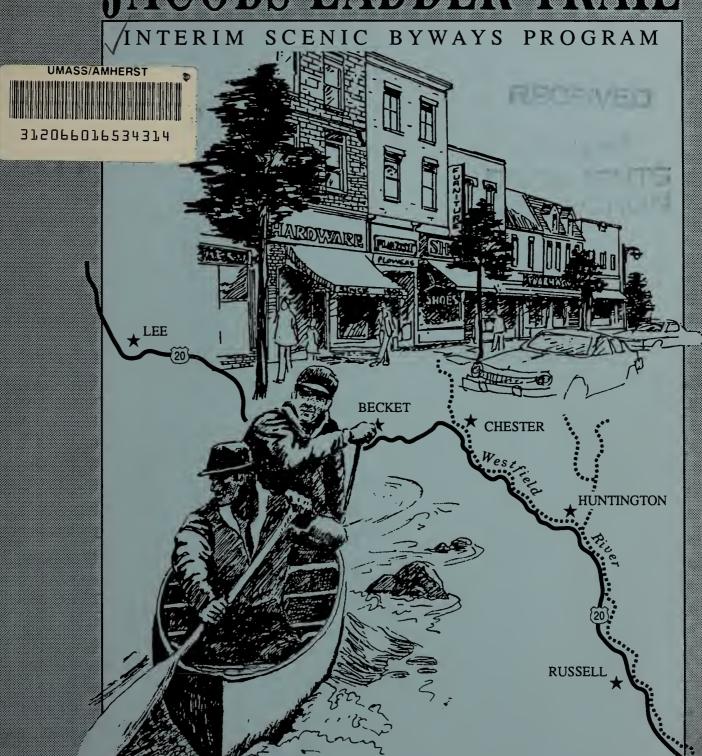
MASS. 43. LP11515

JACOB'S LADDER TRAIL



AUGUST 1992
INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991
INTERIM SCENIC BYWAYS PROGRAM
PIONEER VALLEY PLANNING COMMISSION



3. Prepare state-of-the-art zoning bylaws, maps and commercial development performance standards for each community in preparation for anticipated economic development along Route 20 and need for protection of scenic landscape features.

SCENIC SIGNIFICANCE: Route 20 for much of its route runs parallel to the Westfield River which has been designated as a Wild and Scenic River. Adjacent local and state park and wildlife management areas and conservation areas include Strathmore Park, Chester-Blandford State Forest, Becket State Park and Chester State Wildlife Management Area.

HISTORIC SIGNIFICANCE: National Register Historic Districts: Chester Factory Village Chester Railway Arches

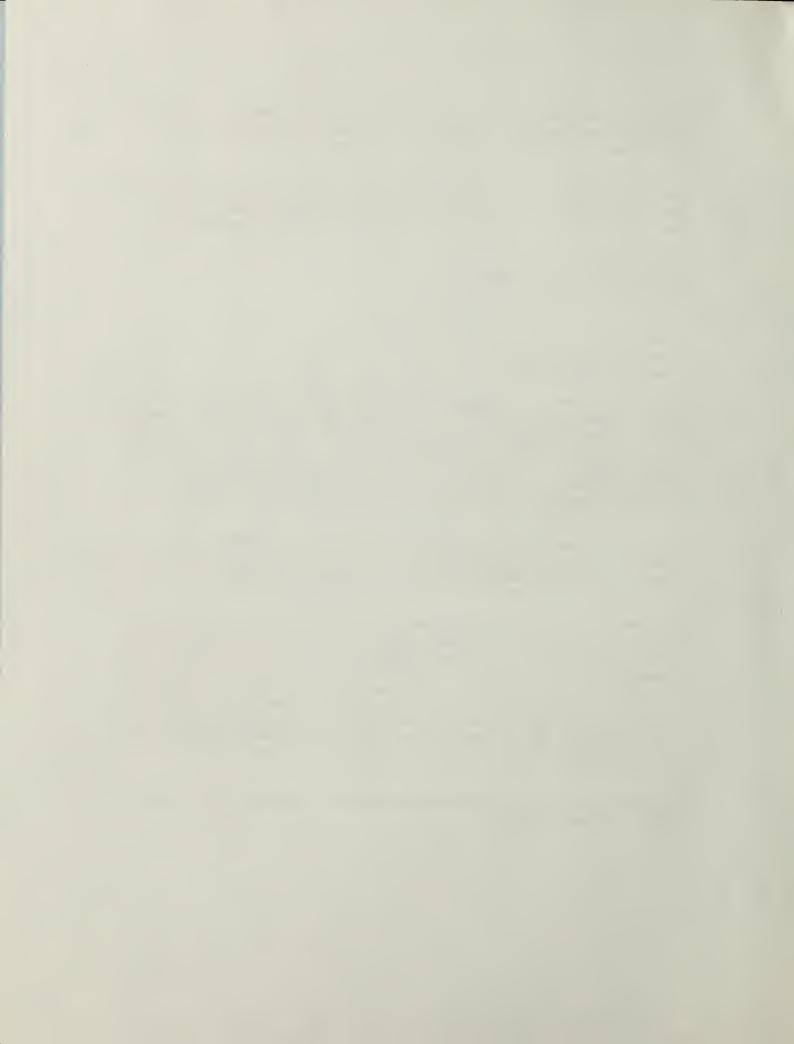
Eligible Districts
Huntington Center Historic District
Russell Center Historic District

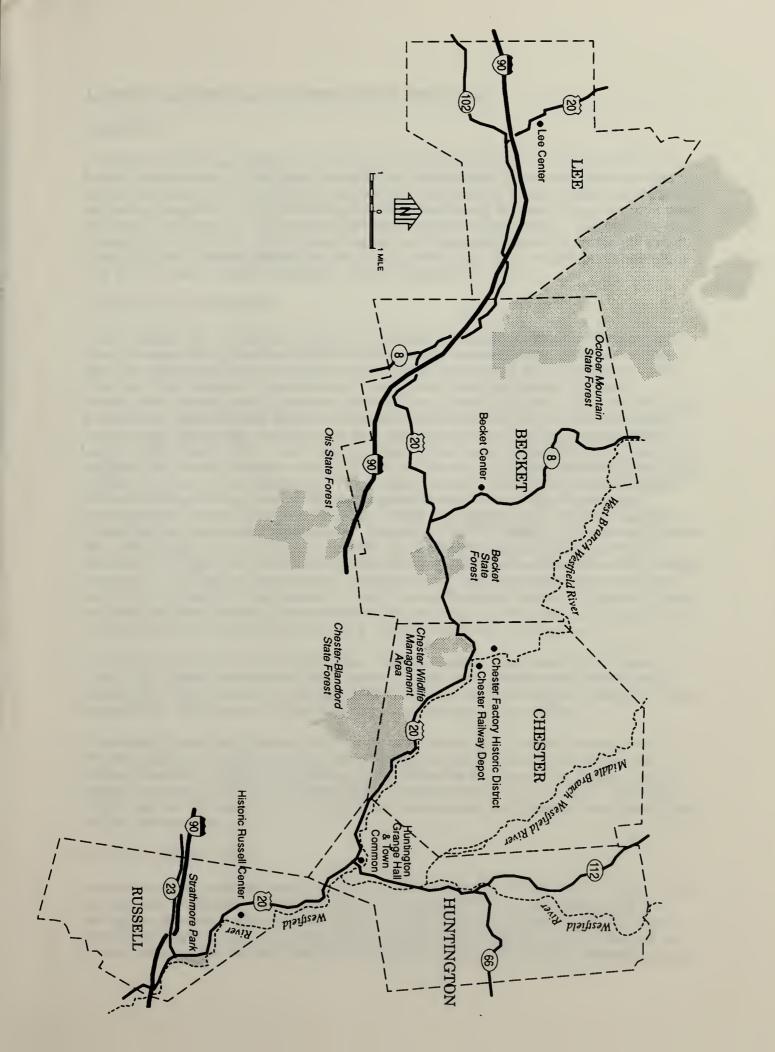
ECONOMIC SIGNIFICANCE: Westfield River, along Route 20, is site of 1993 National Whitewater Canoe Races which will draw over 10,000 spectators for three days. Chester is site of new resident Miniature Theater which attracts Academy Award nominees and world premieres of works by playwrights of prize winning stature. Becket is home to the Jacob's Pillow Dance Festival. The Southern Hilltowns are home to a large number of artists and craftspeople whose work is nationally recognized. The National Trust for Historic Preservation is supporting the Huntington Center rehabilitation of three building through its Inner Cities Venture Fund.

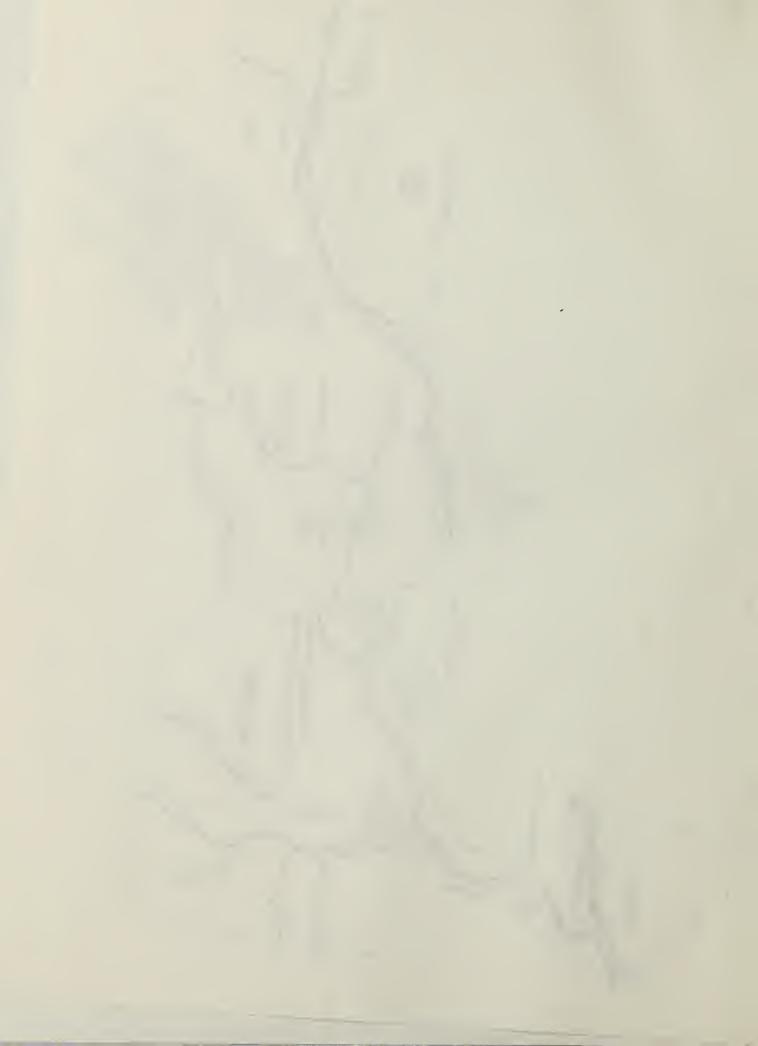
PRESSURES: Increase in tourism traffic with extremely inadequate public facilities; lack of uniform zoning mechanisms to protect scenic landscapes from ill-considered development; endangered historic transportation building and historic transportation structures, highway deficiencies which are hazardous to both residents and tourists.

HISTORY: The section of Route 20 between Russell and Chester was originally a series of Native American trails following the Westfield River. During the Plantation Period (1620-1675) it was used as a series of regional trails connecting Springfield and Pittsfield and was developed during the Colonial Period (1675-1775) as the Westfield River highway. During the Revolutionary War it served as the main supply route for Revolutionary troops in the region, and in 1799 it became the Eighth Massachusetts Turnpike. On September 10, 1910 this segment of Route 20 was dedicated by Mrs. George Westinghouse for the state of Massachusetts as Jacob's Ladder Trail, the first of the great state mountain crossovers and a state highway. The Trail cost \$240,000 and was called the most traveled mountain road in America.

PIONEER VALLEY PLANNING COMMISSION CONTACT: Bonnie Parsons Marxer, Senior Planner for Historic Preservation.







JACOB'S LADDER TRAIL SCENIC BYWAY PROGRAM

ELIGIBILITY

The state of Massachusetts is entitled to seek grants under the Interim Scenic Byway Program as it has been identified by the Federal Highway Administration Scenic Byways Study as having established a legislative or administrative scenic highways program. Route 20 is eligible for the Scenic Byways Program as it was officially dedicated by the state of Massachusetts as the Jacob's Ladder Trail on September 10, 1910. From Westfield to Lee, Massachusetts the state invested \$240,000 in its improvement as the first of the great state mountain crossovers and as the most traveled mountain road in America.

NARRATIVE STATEMENT

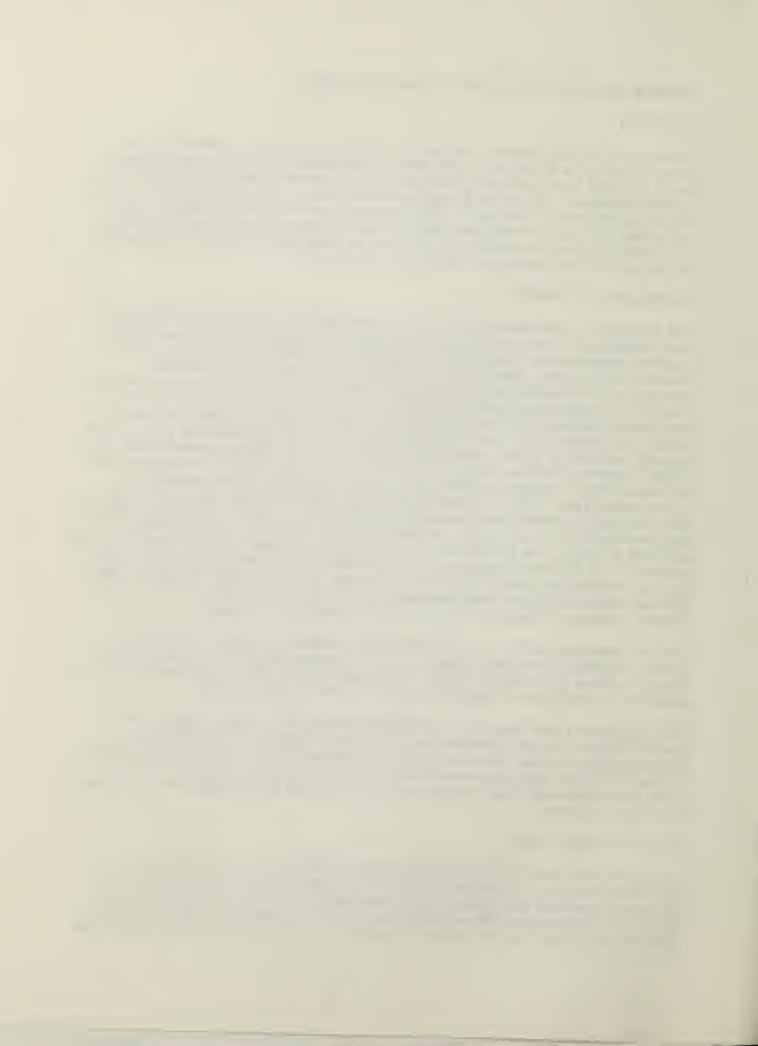
This proposal for the Route 20/Jacob's Ladder Trail Scenic Byway Program has been developed on the foundation of community development activities in the southern hilltowns and recent planning studies completed by the Pioneer Valley Planning Commission. Specifically, it builds on more than seven years of community development programs through the CDBG program. This has included a variety of rehabilitation efforts including the restoration of a number of public and private historically contributing and significant properties along the Jacob's Ladder Trail (Route 20). Huntington's Stanton Hall was rehabilitated for use as a regional community center through FY85/86 Community Development Block Grant (CDBG) monies. The Huntington Town Common and Downtown were restored and rehabilitated through the Massachusetts Department of Environmental Management Town Commons Program (1990 completion) and Massachusetts Public Works Economic Development Program (PWED, 1989). Downtown Chester also participated and received a number of improvements through the PWED program in 1988. The old Chester High School now houses fifteen units of elderly housing. The Chester Foundation, a private local historic association, has been actively involved in rehabilitation of the Chester Railroad Station. Chester Town Hall has received modest improvements to continue its new role as home to the Chester Miniature Theatre, an Actor's Equity production company.

This proposal also builds on published studies entitled *Interstate 91 Corridor Study: An Impact Analysis of the Cultural Landscape,* prepared by the Pioneer Valley Planning Commission, June, 1990, and the *Westfield River Greenway Plan*, prepared by the Pioneer Valley Planning Commission, June, 1990.

The objective of this Program is to designate Route 20 a Scenic Byway and to provide highway safety improvements along the historic route from Russell, Massachusetts to Lee, Massachusetts in Berkshire County. The Project will be divided into three phases corresponding to federal fiscal years 1992, 1993 and 1994, and will be devoted to planning; to community participation and acquisition; and to construction.

PROJECT OBJECTIVES

Under the Intermodal Surface Transportation Efficiency Act of 1991, Titles I and III, The Interim Scenic Byways Program, the project's primary objective is to recognize, preserve and interpret the scenic beauty of the countryside and the historic properties along Route 20 following the Westfield River from Russell to Chester and to the original summit of Jacob's Ladder Trail in Lee, Massachusetts,



and to make highway safety improvements along the approximatey thirty miles of the Byway in preparation for the greater amount of traffic anticipated for the the route.

A secondary objective is to prepare the hilltown communities along Jacob's Ladder Trail for an anticipated increase in participation by visitors in their cultural and recreational activities: miniature theater, artists' shows, whitewater canoe races, and seasonal festivals by providing adequate public facilities and improving publicly owned access points from Route 20 along the Westfield River for water-related recreation. It is anticipated that over the next few years there will be a general increase in tourism along Route 20 in addition to public participation in specific hilltown events, and that public facilities will be needed to meet this increase.

A final objective is to put into effect local controls which will provide the maximum protection for the natural and historic resources of the Route 20 corridor. Land use planning tools will be designed to prevent negative impacts on the Westfield River and its water quality and to prevent adverse effects on the towns themselves. Techniques to establish commercial development performance standards and to preserve the rural character of these communities will be proposed. The underlying principle of this objective is to allow economic and job growth to occur without "trashing" the corridor and communities along it.

COMMUNITY OVERVIEW

The towns of Huntington, Chester and Russell are located in the midwestern corner of the Connecticut River Valley on the fringe of the Pioneer Valley Region. The towns of Becket and Lee are within the Berkshire County Region. The five towns are linked together physically, economically and socially. All are located along Route 20, a connecting corridor from the City of Westfield and the Massachusetts Turnpike, yet they remain, at varying degrees, small, rural and remote from centers of economic activity. The Westfield River flows through each of the three towns in the Pioneer Valley Region, and as a source of power it has contributed greatly to the growth of industry. The towns were settled in the 1600s and 1700s, and initially economic activity centered around a subsistence form of agriculture. As local populations grew, agricultural production increased and expanded the local economy. From the first half of the 19th century new agricultural practices and improved technology were gradually adopted freeing up time for farm workers to work in non-agricultural activities such as saw mills, brick-making factories and papermills. From the 1840s the railroad enjoyed a prosperous route along the river and is now the connecting line for rail freight transport between Albany and Springfield. The towns of Becket and Lee were settled during the 18th century as agricultural communities, and Lee developed paper and textile industries along the Housatonic River.

Huntington, with a population of 1,987 is the largest of the sourthern hilltowns and is located between Chester and Russell along Route 20. The town has the most developed commercial center in the area including several restaurants and small businesses. Its central geographic location distinguishes Huntington as a regional center for the southern hilltowns.

Chester, population 1,280, is the birthplace of the nation's abrasives industry and historically was a hub of industrial activity. The town, a Hampden County

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https://archive.org/details/jacobsladdertrai00pion

community, borders both Hampshire and Berkshire counties and is 20 miles from the two nearest Massachusetts Turnpike exits in Westfield and Lee.

Russell has traditionally been a "paper mill" town and today serves as an employment center; although the majority of employees live outside the hilltown area. Three manufacturers, Strathmore, Westfield River and Texon, are major employers in the area. The town's population is concentrated near the mills in the villages of Russell, Crescent Mills and Woronoco. About 20% of its 11,483 acres is urbanized and with a population of 1,594 it is a mid-sized hill town community.

The small hill town of Becket is located in southern Berkshire County and is bordered on the east by the Hampden County town of Chester. Every summer Becket's year round population of 1,481 nearly doubles when the annual influx of summer residents returns for the summer. The majority of these second home owners live around lakes which are located around the community. Becket is also known as home to the Jacobs Pillow Dance Festival which holds performances during the summer season.

The town of Lee with a population of 5,849 was once primarily a mill town that included the manufacture of paper and textiles. The textile industry is long gone, but there are still several large paper and paper related manufacturers in town. Lee plays a key position in Berkshire County's transportation network since it is the site of the only full interchange with the Massachusetts Turnpike.

HIGHWAY HISTORY

The section of Route 20 between Russell and Chester was originally a series of Native American trails following the Westfield River. During the Plantation Period (1620-1675) it was used as a series of regional trails connecting Springfield and Pittsfield and was developed during the Colonial Period (1675-1775) as the Westfield River highway. During the Revolutionary War it served as the main supply route for Revolutionary troops from Fort Ticonderoga, and in 1799 it became the Eighth Massachusetts Turnpike. By 1904 the Western Massachusetts Street Railway Company was running streetcars along "The Scenic Trolley Route of New England" between Westfield and Huntington, and it became a state highway in 1910. Streetcar service was discontinued in the 1920s when automobile travel replaced public transportation. With construction of the Massachusetts Turnpike for east-west travel and of I-91 for north-south travel, interstate traffic was largely diverted from Route 20.

HIGHWAY RESOURCES

The region served by Jacob's Ladder Trail offers a rich variety of resources along the perimeters of the road and within the communities served by the route. First among them is the Westfield River which has stretches of the highest rated canoeing and kayaking whitewater in the Northeast. National whitewater canoeing competitions are held here annually when the river's dams are opened and thousands of spectators drive Route 20 and line the river banks. In 1993 the National Whitewater Canoe races will be held on the Westfield River.

Hiking and cross country ski trails use old logging roads in the area. Located on the Trail are the following local and state park and wildlife management and conservation areas: Strathmore Park, Chester-Blandford State Forest, Becket State Forest and Chester State Wildlife Management Area.



Historic resources include saw and paper mill remains in Huntington, the Chester railroad depot and jail, and five historic villages of Lee, Becket, Chester, Huntington and Russell. Contemporary cultural resources include a large number of resident artists and craftspeople whose work is nationally recognized, and a new miniature theater in Chester which attracts Academy Award nominees, and world premieres of works by playwrights of prize winning stature. Becket is home to the internationally renowned Jacob's Pillow Dance Festival.

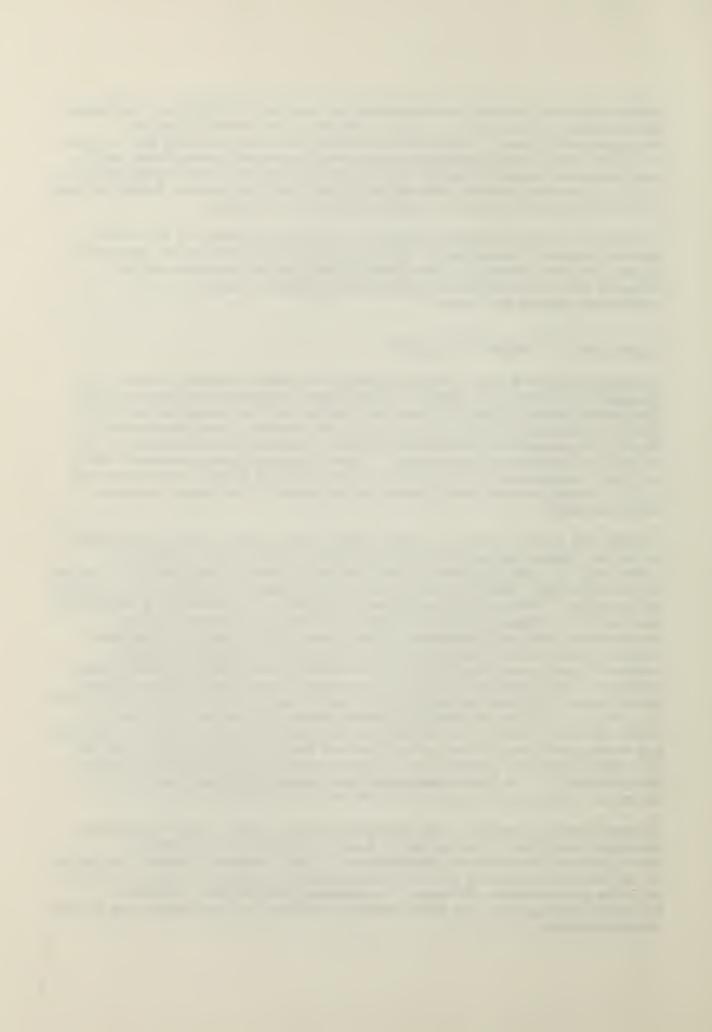
In addition to these recreational resources, it must be pointed out that in this hilltown region of Massachusetts there is an almost total reliance on the auto for mobility, and that Route 20 is the major highway which interconnects the hilltowns with metropolitan Springfield and Pittsfield and beyond that to neighboring regions and states.

SCENIC BYWAY PRIORITY PROJECT

The Route 20 Scenic Byway Project qualifies as a Priority Project based on its inclusion in the three year regional Transportation Improvement Program (TIP). This Scenic Byway Project can serve as a model for other states as part of TIP which was developed by the four agencies which make up the Metropolitan Planning Organization of the Pioneer Valley in response to the mandates of the Surface Transportation Efficiency Act. There is strong local commitment which has been demonstrated by the hilltown communities of Russell, Huntington and Chester whose activities and organization in support of the project goals are described below.

In 1985, the Southern Hilltown communities of Huntington, Chester and Russell formed an alliance through the establishment of a "community development partnership" for pursuing State/Federal community development monies. This has continued through 1992 and has expanded to include the neighboring community of Middlefield. The past three years have resulted in the forming of a community development strategy committee comprised of representatives of the four communities' Board of Selectmen. Since January 1992, this group has been meeting at least once a month to discuss community development projects, economic development opportunities, and varied enhancements to the Southern Hilltowns. This group has played an active role in conducting surveys, holding public forums, and even participating in a recent legislative breakfast which served as a forum to highlight the area's accomplishments and needs. At a May 15, 1992 "all board" meeting of the Southern Hilltowns (Russell, Chester, Middlefield, and Huntington) Board of Selectmen, the four boards were fully briefed on the potential benefits stemming from a Jacobs Ladder Trail Scenic Byway Project along Route 20. The Boards welcomed the proposal and urged that funds be requested soon, so as to supplement the ongoing activities in the area.

As part of the discussions of the Southern Hilltowns Community Development Strategy Committee, it was agreed to expand the alliance to include the communities of Blandford and Montgomery in FY92. Although these communities do not directly abut Route 20, they are still geographically and socially linked to the other four southern hilltowns. It is expected that the communities of Blandford, Montgomery and Middlefield will all receive indirect benefits as a result of this program.



The Southern Hilltowns Community Development Strategy Committee will serve as the advisory body and as the forum for continued and on-going discussion of this program upon its funding. As described earlier, this group is in full support of the program and has demonstrated that it is an active and responsible committee.

The Pioneer Valley Planning Commission will work with the Berkshire County Regional Planning Commission to coordinate participation of the communities of Becket and Lee.

Throughout Phase I general public participation will be made possible by open public meetings and by bringing project proposals to meetings of local interested groups, many of which established themselves as active participants in the Westfield River Greenway Plan. The Berkshire County Regional Planning Commission and PVPC will jointly coordinate the public participation activities in the communities of Becket and Lee.

PHASES I-III: DESCRIPTION OF ROUTE 20 JACOB'S LADDER TRAIL SCENIC BYWAY WORK PROGRAM

Fiscal Year 1992. Phase I: Planning and Design

HISTORIC PRESERVATION PLANNING COMPONENTS

Building on the 1990 State Scenic River designation of the Westfield River, and its 1991 nomination as a State Administered National Scenic River, the Route 20 Scenic Byway Program will begin with historic preservation planning, specifically the process of identification.

The identification phase of the Scenic Byway Program will use the state Reconnaissance Survey completed by the Massachusetts Historical Commission and local documentary resources which include early maps, local histories and a photographic collection of old views of the Trail, its buildings and structures, to establish the history of the route, its development and use.

First, historic resource inventories will be done for Russell and its villages of Woronoco and Crescent Mills which are without inventories of any sort. These surveys will follow the methodology of the Massachusetts Historical Commission and will be submitted as part of the state inventory. Second, inventories need to be supplemented and brought up to date for Huntington and Chester, Becket and Lee, Massachusetts. These inventories serve the purpose of identifying historically and architecturally significant properties including transportation related structures such as bridges and canals, buildings, and objects, as well as potential archeological sites. There is potential for archeological discovery of Native American sites along Route 20 where it parallels the Westfield River, and potential sites will be included in the inventory.

Second, a cultural landscape survey for the section of the highway between Russell and Lee will be completed. The cultural landscape survey will look at open spaces, parks, farmland, and landscaped features such as commons and public gardens to evaluate their significance and integrity. A relatively new tool in



historic preservation, the cultural landscape survey will be a key document for preservation of the Route 20 landscapes.

Part two of the process, planning for the long term preservation of the scenic and historic qualities of the route, will focus on zoning and design review mechanisms for control of future development along the route.

TRANSPORTATION PLANNING COMPONENTS

With the increase in traffic anticipated on Route 20 in the near future, it is important to incorporate highway improvements in the overall plans for the route and its adjacent bike/pedestrian path. The road in general is well maintained and in good condition. Guardrails, signage, pavement markings, pavement surfaces and drainage are functional There are, however, some deficiencies which include:

areas of falling rock;

- narrow shoulders which dwindle to a foot or less at numerous locations;
- hazardous intersections such as at Bay State Drive in Chester and Chestnut Street in Lee which are poorly laid out and are hazardous due to sight distance limitation;
- only one truck climbing lane established along the entire stretch of road from the Westfield-Russell border to the Massachusetts Turnpike entrance in Lee;
- uncontrolled access to Route 20 in at least one service station location near the intersection of Route 20 and Route 112 in Huntington Center
- deteriorated bridges the majority of which were built during the 1920s and 1930s and some of which are inadequate in width.

Phase I transportation planning will identify deficiencies and plan solutions which will range from additional climbing lanes for Lee, Becket and Chester, to improved bridges and safety measures against falling rock and wider shoulders for biking lanes.

LAND USE PLANNING COMPONENTS

The existing zoning bylaws and maps for Russell, Huntington, Chester, Becket and Lee will be reviewed to assess the adequacy of land use regulations along the Route 20 corridor. It should be noted that some of this work has been done over the past years with the aid of federal and state programs and this review will build on that work. In several of the towns a full review will be required. PVPC in consultation with the Berkshire County Regional Planning Commission (BCRPC) will prepare a written critique identifying specific areas where each community's zoning bylaw or map could be improved or updated in order to:

- manage commercial or other highway corrdor development better therefore minimizing traffic, environmental or other impacts;
- eliminate internal bylaw inconsistencies or conflicts with the state Zoning Act;
- upgrade antiquated regulations to current state of the art standards.

PVPC in consultation with BCRPC will prepare suggested revisions to each community's zoning text to correct problem areas and upgrade Bylaw standards. Specific commercial development performance standards will be developed to address the following issues:



- · building design and siting
- · parking and signage
- traffic and pedestrian access and circulation
- landscaping and lighting
- environmental impacts

PVPC and BCRPC will meet with the Planning Boards in each of the five Route 20 corridor communities to discuss the proposed zoning revisions, and to tailor them to meet each community's needs and comments. Approximately three to six meetings with each Planning Board are anticipated. PVPC and BCRPC would provide assistance to each Planning Board in holding public hearings and presenting bylaws to Town Meetings as needed.

PLANNING FOR DESIGN REVIEW MECHANISMS

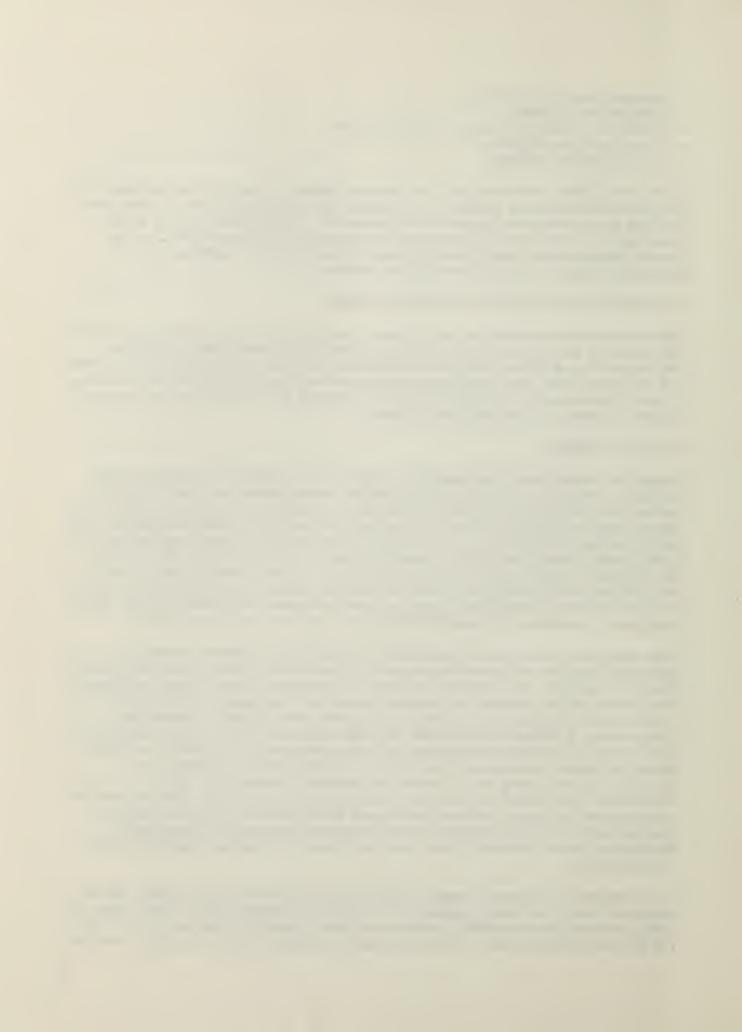
Design review mechanisms which combine historic preservation planning and land use planning such as local historic districts and rural overlay districts will be addressed for the Byway and recommendations will be made by the PVPC. These will be coordinated with other preservation planning techniques such as obtaining of scenic easements for land and facade easements for buildings which are on or eligible for listing on the National Register.

PROJECT DESIGN

Design activities follow the planning in Phase I. In a region of the state where biking is a major sport, protected and marked biking/pedestrian trail on publicly owned land along Route 20 will be designed. In addition, a series of historic and scenic bike and walking tours of one to two hour lengths will be designed for use by tourists along the Byway. Tour routes will be created to begin and end at public parking areas and will be pedestrian and bicycle rather than car oriented. For instance, a public parking area for Huntington Center being funded in part by the National Trust's Inner City Ventures Fund will serve as the public jump off point for the tours about Huntington. A comprehensive, interpretive guide will be published to describe the natural and historic sites along each tour circuit.

Sites along the Byway will be identified as locations for support services for tourists as part of the recreational system. One visitors' interpretive center will be identified, possibly rehabilitating and reusing an historic railway depot in Chester. This center will be designed to provide tourists with self-guided interpretive material about the historic and natural resources along Jacob's Ladder Trail. Concurrently, a roadside interpretive signage system will be designed which will include signage for tourism services such as restaurants, inns, bed & breakfast spots, and local resources such as antique and craft stores, theaters, etc. Historical markers along the route will be planned to deepen the public's understanding of the natural and recorded history of the region. The activities in this phase of the project will be coordinated with efforts of state and regional agencies which focus on tourism and/or economic development such as the Hampshire County Tourism Council and the Greater Springfield Convention and Visitors Bureau.

The information gathered in each of these phases of planning and design will be integrated with the historic resource and historic landscape survey information and will be entered into the PVPC's established Geographic Information System (GIS). The graphic representation of this information, together with the written Land Use



critique and bylaw proposal, will serve as the fundamental documents for the Scenic Byway nomination. The GIS maps will serve to unify future planning among the three communities in the project. For instance, parcels along the river adjacent to the road, will be evaluated for their scenic and geologic importance, for the presence of rare wildlife and plant species, historic and archeological resources and will be ranked for their preservation value using the GIS. The Pioneer Valley Planning Commission's Land Use section has completed a large portion of this work for parcels in several sections along the river under an earlier grant and this project will build upon and complete that evaluation.

Phase | Budget

The Pioneer Valley Planning Commission is requesting \$163,315 in grant funding from the State of Massachusetts for Phase I of the Route 20, Jacob's Ladder Scenic Byway Program.

Pioneer Valley Planning Commission

Project Manager (304-350 hours @\$21.40-\$24.61/hr)	\$ 15,888
Planning Staff Preservationist (783-900 hours @\$16.42-\$18.88/hr) Land Use Senior Planner (652-750 hours @\$14.50-\$16.68/hr) Land Use Principal Planner (84-100 hours @\$22.38-25.44/hr) Transportation Planner (261-300 hours @\$14.50-\$16.68/hr) Cartography & Graphics Designer (304-350 hours @\$22.50-\$25.88/hr)	\$ 31,329 \$ 22,944 \$ 4,722 \$ 9,222 \$ 16,710
Total Labor	\$100,815
Consultants	
Consulting Survey Team Berkshire County Regional Planning Commission	\$ 9,500 \$ 10,000
Direct Costs	
Travel & Mileage Materials & Supplies Printing of Guidebook (1000 copies) Miscellaneous	\$ 3,000 \$ 10,000 \$ 25,000 \$ 5,000
Total Route 20 Project Budget Phase I	\$163,315

Phase I Work Products

- 1. A Scenic Byway nomination for the section of Route 20, known as Jacob's Ladder Trail, between Russell and Lee, Massachusetts.
- 2. A cultural landscape survey documenting the designed, vernacular, and historic landscapes on the Route 20 Scenic Byway.



- 3. A historic resources survey for Russell, with updates for Huntington, Becket, Lee and Chester adjacent to the route. A list of architecturally or historically significant buildings and landscapes which are endangered.
- 4. A guidebook to a number of tours off of Jacob's Ladder Trail Scenic Byway for travellers interested in touring its public natural and historic sites by foot or by bicycle.
- 5. A master design plan in GIS format for highway safety improvements, a bike/pedestrian trail and several tours along Jacob's Ladder Trail, for public facilities along the Trail, for preservation of significant buildings and sites identified for purchase or donation of easements, for an interpretive center for visitors and a marker system. This master plan will be part of an integrated GIS program which will serve communities in the region for subsequent planning and management decisions.
- 6. State-of-the-art zoning bylaws, maps, and commercial development performance standards prepared for each community with professional support in presenting them to the community.

Phase I Administrative Structure and Personnel

The Pioneer Valley Planning Commission (PVPC) offers a multi-disciplinary approach to community planning issues. Established in 1962, PVPC is a team of professional planners and support staff with specialized expertise dealing with local and regional issues. The Commission has earned a strong reputation for planning and public involvement leading to consensus. Working with its 43 member communities, PVPC has influenced the growth of the region and protected its character and natural resources. The Commission has been able to provide services to communities throughout Western Massachusetts on matters pertaining to transportation, resources and land use, community and economic development, historic preservation, cartography and graphics, geographic information systems, data research and analysis, market analysis, impact assessments, feasibility studies, housing and municipal operations.

The Pioneer Valley Planning Commission is defined as a "public body corporate" and a political subdivision of the Commonwealth of Massachusetts under section 3 of Chapter 40B of the General Laws. Today, the 43 cities and towns of Hampshire and Hampden Counties are members of the Commission. The Commission is one of 13 similar organizations in Massachusetts and approximately one of 650 nationwide.

Pioneer Valley Planning Commission Executive Director Timothy W. Brennan will have ultimate responsibility for the satisfactory performance of the PVPC staff.

The Project Manager will be James M. Mazik, AICP, Principal Planner and Community Development Section Manager. His responsibilities will include general project coordination, management of consultantsand coordination with the Berkshire County Regional Planning Commission, staff coordination and liason with the state Department of Highways and the towns of Russell, Huntington and Chester, Lee and Becket. He will be responsible for financial accounting and reporting, contracting, purchasing and overall coordination and project oversight..



The Pioneer Valley Planning Commission staff with various specialties in the field of planning will fulfill the planning and design components of the project.

Bonnie Marxer, Senior Planner for Historic Preservation will direct the cultural landscape and historic resource surveys, the National Register district nominations, Scenic Byway designation and preparation of the tour guidebook.

Natalie Bozarth, Senior Planner in Community Development for the region will work with local arts groups, local businesses, state and regional tourism agencies in planning for the facilities which will be necessary to accommodate an increase in tourism while preserving the scenic and historic qualities of the area served by Route 20.

Christopher Curtis, Principal Planner, Land Use and Resources Section Manager will coordinate integration of data from the designation of the Westfield River as a National Scenic River into the Byway Designation program and coordination of the critique and proposals for local zoning improvements.

Beth Bragga-Williams, Senior Planner and Land Use Technician will conduct the Byway corridor land use critique, will draft Bylaw proposals and work with communities for implementation.

Shaun Hayes, Principal Planner, Cartography and Graphics Section Manager will develop the Geographic Information System (GIS) data base for the Byway and implement its use in the planning process. He will also direct production of the guidebook's graphics and publication.

James Cope, Principal Planner, Transportation Section Manager will be responsible for planning the highway safety improvements, public support facilities, recreational routes and for coordinating their design with the Massachusetts Highway Department.

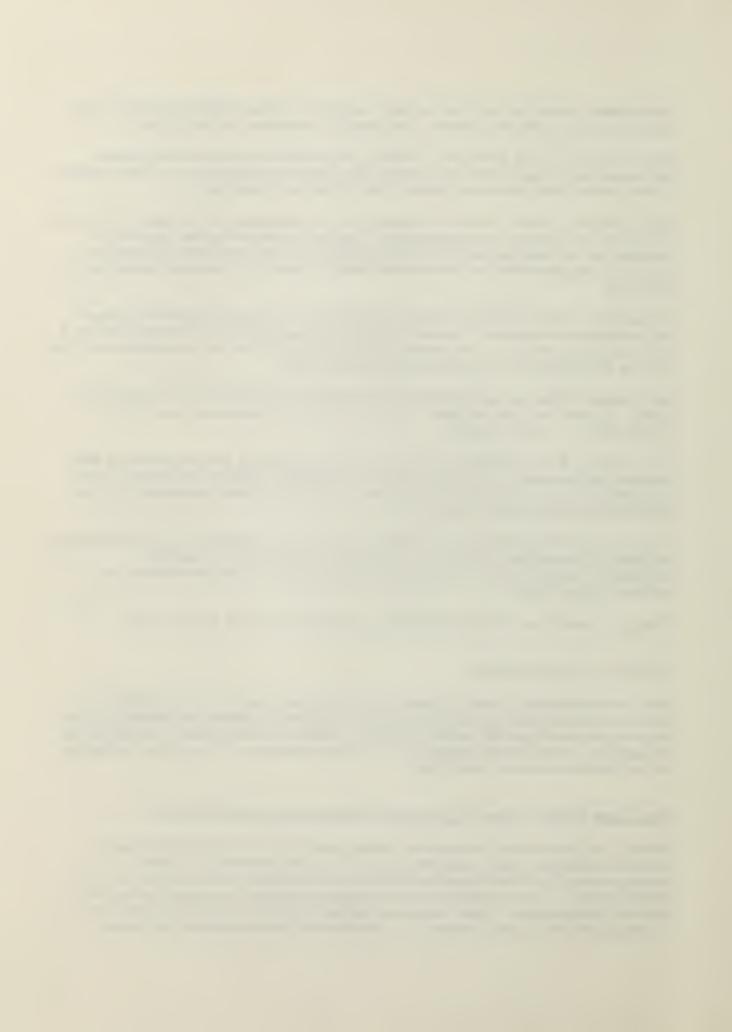
Qualified consultants will be contracted to conduct the field survey work.

PHASES I-III PARTNERSHIPS

The Communities of Chester, Russell, Huntington are part of a Community Development Strategy Committee which is a regional coalition of representatives of the local select boards, planning boards, historical commissions, advocates for the schools, and local businesses and cultural institutions. This group will serve as the hilltown advisory committee.

Fiscal Year 1993. Phase II: Community Participation and Acquisition

Phase II will be devoted to eliciting public participation in the plan for Scenic Byway designation and in implementation of its improvements. Public participation initiated in Phase I will continue with a series of meetings with the select boards in each of the three communities to address implementation and identify their concerns. Next, a general public opinion meeting will be held to put on the public record the interests and concerns of citizens within the Byway



corridor. Finally, a series of presentations to smaller organizations will be made to update them on progress and any modifications made in the project.

During Phase II with the cooperation of land owners, areas recommended for purchase or donation will be laid out: conservation restrictions, scenic and facade easements may be acquired by market rate purchase or by voluntary donation. Next, the legal documents for title will be secured.

The third step will be making historic district, individual and perhaps thematic nominations to the National Register in Chester, Huntington, Russell, Becket and Lee. Among other things, these nominations will provide the affected building owners with the ability to rehabilitate commercial and residential rental properties for Investment Tax Credits.

Phase II Work Products

The expected products from Phase II are:

- 1. Community consensus on Byway designation and implementation of the various elements of the Byway improvements.
- 2. National Register Nominations for historic districts in Russell, Huntington, Becket, Lee and Chester.
- 3. Scenic and facade easements, conservation restrictions, building and land purchases and donations in place.

Phase II Administrative Personnel

In addition to the Pioneer Valley Planning Commission staff, a lawyer skilled in the creation and administration of historic preservation easements and voluntary donation or purchase of scenic easements or conservation restrictions for public use will be required during this phase as a consultant.

Phase II Budget Items to be Included In Year 2 Application

Pioneer Valley Planning Commission Contract Administration

Legal Consultants

<u>Fiscal Year 1994. Phase III: Construction, Rehabilitation and Interpretation, The Workplan</u>

CONSTRUCTION

During Phase III construction of the bike trail along Route 20 will be initiated. Construction of highway safety improvements, public facilities and access improvements will be made. The signage and marker systems will be manufactured and installed. Byway landscaping improvements (pruning, planting, stonewall repairs, public furniture and lighting in rest areas) will be accomplished from Lee to Russell.



REHABILITATION AND INTERPRETATION

An historic building will be rehabilitated to serve as a visitors' center. Using the surveys, National Register Nominations and National Scenic River documentation, an interpretation program will be created for installation at the visitors' interpretive center. This innovative center will have a self-guided educational display narrating the natural and human history of the region using the most innovative museum and display techniques available.

Phase III Administrative Personnel

In addition to the Pioneer Valley Commission staff, a consultant will be required in Phase III for the creation of an interpretive program and its installation at the visitors' center along the Scenic Byway.

Phase III Budget Items to be Included In Year 3 Application

Pioneer Valley Planning Commission Project Administration

Construction of all of the Improvements to the Scenic Byway

Rehabilitation of Historic Building and Construction of an Interpretive Program in the Building

Museum Consultant

Phase III Products

- 1. Construction on a bike/pedestrian trail along Route 20.
- 2. Construction and erection of the marker and signage systems.
- 3. Rehabilitation of an historic building and reuse as a visitors educational center.
- 4. Construction of public roadside facilities and roadway safety improvements.
- 5. Implementation of scenic and facade easments and conservation restrictions.

ATTACHMENTS

- 1. The Pioneer Valley Planning Commission Organizational Structure and Experience
- 2. Pioneer Valley Planning Commission Resumes
- 3. Community Profiles Primary Communities
- 4. Community Profiles Secondary Communities
- 5. Historical Views of Jacob's Ladder Trail and Contemporary Accounts of Scenic Highway Dedication.



THE PIONEER VALLEY PLANNING COMMISSION ORGANIZATIONAL STRUCTURE AND EXPERIENCE



PIONEER VALLEY PLANNING COMMISSION

26 CENTRAL STREET, WEST SPRINGFIELD, MASSACHUSETTS 01089 (413)781-6045

FAX: (413) 732-2593

The Pioneer Valley Planning Commission is defined as a "public body corporate" and a political subdivision of the Commonwealth of Massachusetts under section 3 of Chapter 40B of the General Laws.

The Pioneer Valley Planning Commission held its first organizational meeting in April of 1962. Six communities participated in the cooperative. Today, the 43 cities and towns of Hampshire and Hampden Counties are members of the Commission. The Commission is one of 13 similar organizations in Massachusetts and approximately one of 650 nationwide.

The Commission is exempt from Federal Income Tax under Section 115 of the Internal Revenue Code and not as an organization described in Regulation Section 501 (c) (3).

Timothy W. Brennan Executive Director,

Pioneer Valley Planning Commission

Data



PIONEER VALLEY PLANNING COMMISSION STATEMENT ON BACKGROUND AND EXPERIENCE HISTORIC PRESERVATION

General

The Pioneer Valley Planning Commission, established in 1963, is a multi-disciplinary public agency providing professional planning advice and technical assistance to forty-three communities in Hampden and Hampshire counties.

Historic Preservation

The Agency's commitment to historic preservation as a vital component of regional planning spans more than two decades and has been consistently maintained despite changes in funding levels and sources.

PVPC initiated a comprehensive survey of historic resources throughout the region in the early 1970s and has since been involved in completing comprehensive community resource surveys in Amherst, Chester, Granville, Hatfield, Holyoke, Monson, Tolland, and other communities. The Agency has assisted with the creation and implementation of local historic districts (under MGL Ch. 40C) in Belchertown, Easthampton, Granby, Longmeadow and West Springfield. PVPC has prepared National Register nominations for individual buildings and historic districts in Agawam, Amherst, Chicopee, Granville, Hadley, Hatfield, Holyoke, Longmeadow, Monson and Springfield. In addition, PVPC has successfully utilized grant funds, low interest loans, tax incentives, and public-private partnerships to support the rehabilitation of historic buildings in Chicopee, Easthampton, Huntington, Ludlow, Monson, Wales and Williamsburg.

Recently, PVPC completed a feasibility study of the Old Wales Town Hall. This study described the historic nature of the building, identified the standards and criteria for preservation, determined development costs and operating expenses, and identified potential funding sources. PVPC also prepared, on behalf of the Town of Wales, an application for funding of the facility for the recommended reuse as an adult day health facility under the FY91 Massachusetts Small Cities General Fund Program.

On a broader plane, PVPC has developed a sample methodology for evaluating and preserving rural landscapes and models for preserving town character through the implementation of design guidelines.

Grantsmanship

PVPC has been successfully seeking funding opportunities and writing grant applications since its creation nearly thirty years ago. Since 1987, PVPC has brought in over \$9.2 million in Community Development funds for its member communities for a variety of



projects. Many of these have involved historic building rehabilitation projects. Examples include the Wales Senior Center, Huntington Grange Hall and Brimfield Town Hall.

The Agency has also conducted a number of successful funding searches for a variety of projects including education, public facilities, historic rehabilitation and housing, to name a few.



PROJECT LIST

Investment Tax Credit Certification Applications

Noble Block, Monson Chester Commons, Chester Valentine School, Chicopee Mansion East, Chicopee Austin-Hamblen House, Agawam 320-322 High Street, Holyoke McIntosh Building Springfield Brassworks, Williamsburg

Historic Districts Nominated to the National Register

Southampton, (Southampton Center)

Amherst, (East Village, Central Business District, North Amherst, Prospect-Gaylord, Lincoln-Sunset, Cushman Village, South Amherst)

Chester, (Chester Factory Village)

Granville. (Granville Village, West Granville, Granville Center)

Agawam, (Adams House)

Hatfield (Hatfield Center, Hatfield Upper Main Street)

Hadley (Hadley Center, North Hadley, Hockanum)

Holyoke, (North High Street, North High Street Extension)

Longmeadow, (Longmeadow Common, North Longmeadow)

Historic Inventories/Surveys

Granville

Hadley

Holyoke

Hatfield

Amherst

Monson

Tolland

Local Historic Districts

Belchertown

Easthampton

Granby

Longmeadow

West Springfield



Project Review under Section 106

Review of bid specifications of over 100 properties for historic compliance in conjunction with proposed private property rehabilitation (Towns of Chester, Huntington, Middlefield, Russell, Wales, Monson, Brimfield, Holland, Southwick, South Hadley, City of Chicopee)/

Review and oversight of numerous public renovation projects for historic compliance (Wales Town Hall, Brimfield Town Hall, Wales Senior Center, Monson Town Hall, South Hadley Town Hall, Huntington Grange, Huntington Town Common, Fred Smith Memorial Green/South Hadley).



Historic Reports/Publications

A Future for the Past: Historic Preservation in the Lower Pioneer Valley. 1974.

Images of the Pioneer Valley: A Guide to our Historic Heritage. 1984.

Historic Rehabilitation Tax Credits. 1985.

Easthampton Facade and Sign Guidelines. 1985.

Easthampton Commercial Revitalization Guidelines. 1986.

Monson Commercial Revitalization Guidelines. 1986.

Preservation Planning For Belchertown's Historical Landscapes. 1986.

Preservation Planning For Hadley's Historical Landscapes. 1986.

South Hadley Falls Commercial Revitalization Guidelines. 1988.

Granby Design Guidelines Handbook. 1989.

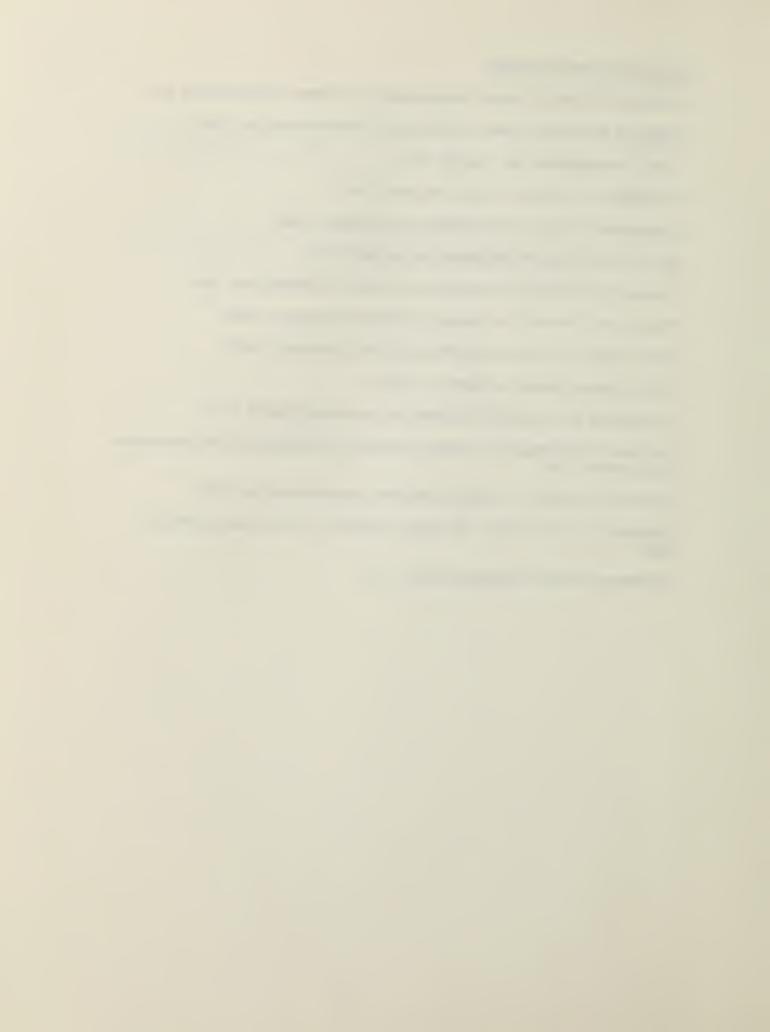
A Guidebook for Developing in Granby's Commercial District. 1989.

The Face of Williamsburg: A Resource Manual for Commercial and Residential Development. 1989.

Preserving Granville: An Historic Resource Protection Manual. 1989.

Interstate 91 Corridor Study: An Impact Analysis of the Cultural Landscape. 1990.

Old Wales Town Hall Feasibility Study. 1991.



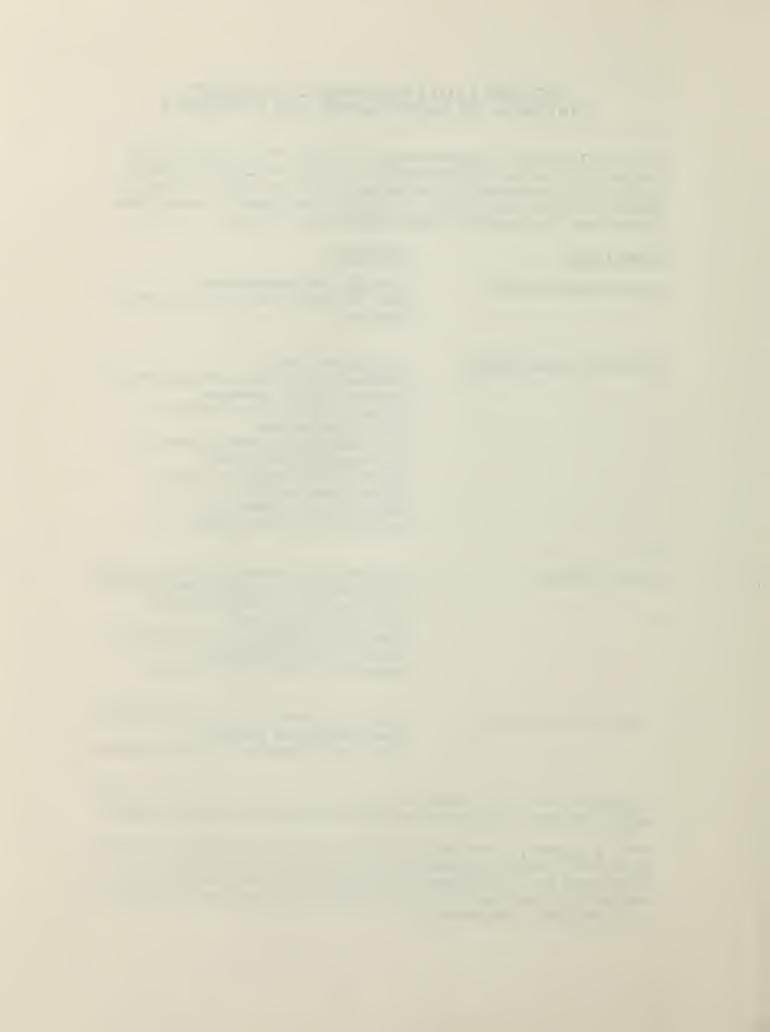
PIONEER VALLEY PLANNING COMMISSION STATEMENT ON BACKGROUND AND EXPERIENCE

Since 1987, Pioneer Valley Planning Commission (PVPC) has provided program and financial management to 15 different CDBG programs involving 10 communities. These programs have resulted in a variety of projects totalling over \$ 8 million in funds for the different municipalities. Collectively, the impact of these projects are as follows:

Project Type	Description
Housing Rehabilitation	* Over 300 units rehabilitated * Over 70 septic systems repaired and/or replaced
Economic Development	* \$200,000 in funds for commercial and facade improvements to a variety of small businesses * Implementation of a downtown streetscape program * Jobs training and small business owner's assistance program * Rehabilitation/construction of a regional senior center * Rehabilitation/construction of a a regional community center
Public Facilities	* Resurfacing of nearly 5 miles of roadway * Rehabilitation of a neighborhood park * Construction of a handicapped accessible playground * Elimination of architectural barriers in 4 buildings through bathroom conversions, ramps, and chairlifts
Public/Social Services	 * Daycare subsidy and support programs * Teen pregnancy programs * Teen drug abuse and alcohol programs

In addition, PVPC has assisted a number of other communities on CDBG related matters ranging from financial compliance to program design.

PVPC is presently managing a \$ 6 million capital improvements program to be fully implemented over a 2 year time period. This program, although not funded with CDBG monies, must adhere to all State regulations as pertaining to procurement, record keeping, labor and wage compliance and other similar requirements.



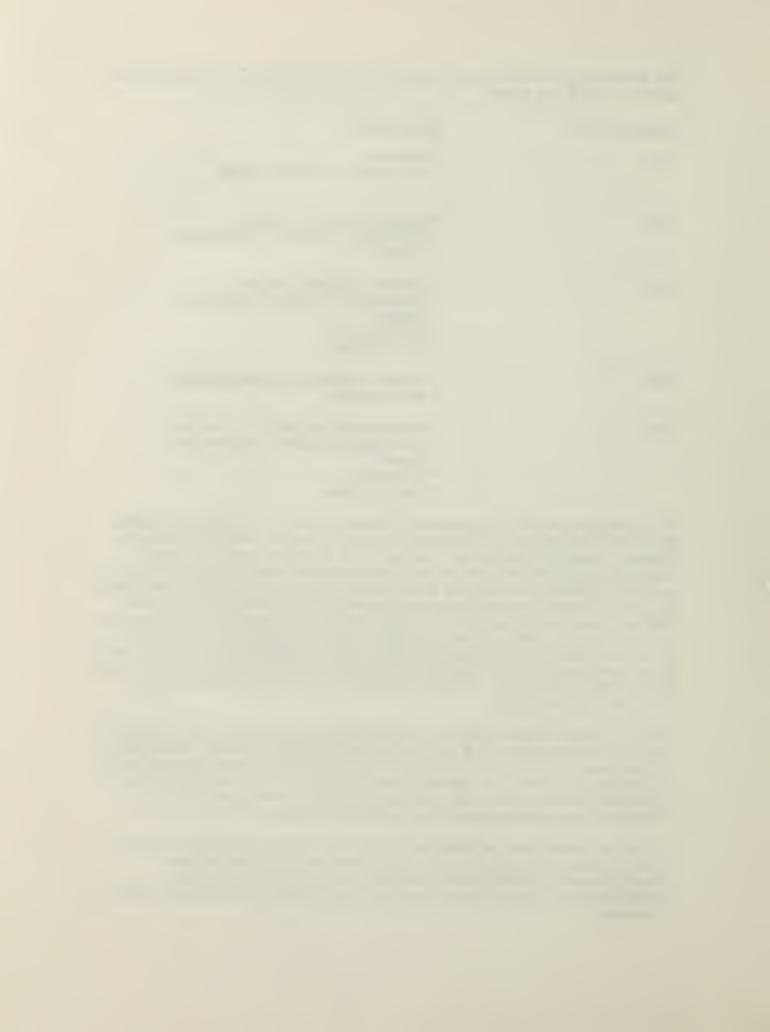
The following provides a brief overview of PVPC's direct CDBG experience within the past five years:

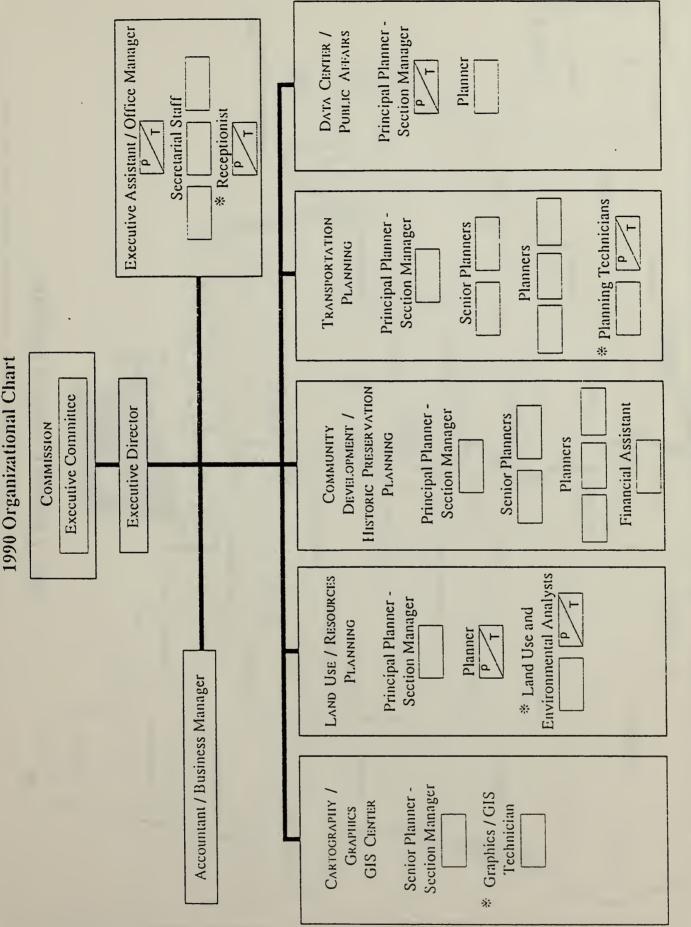
<u>Program Year</u>	Municipality
FY86	* Monson * Huntington, Chester, Russell
FY87	* Monson, Holland, Wales* Huntington, Chester, Middlefield, Russell
FY88	 * Monson, Holland, Wales * Huntington, Chester, Middlefield, Russell * Southwick * South Hadley
FY89	* Monson, Holland, Wales, Brimfield * South Hadley
FY90	 * Wales, Holland, Brimfield, Monson * Huntington, Chester, Middlefield, Russell * Southwick * South Hadley

In undertaking the management of these programs, PVPC has provided each community with a complete "turn-key" service. PVPC's Community Development Staff consists of a wide range of individuals with varying technical skills. This includes historic preservation (review of rehabilitation specifications for compliance with the Secretary of the Interior's Standards for Rehabilitation), economic development, procurement, construction management, social services, housing and full financial responsibilities. As a result, PVPC is able to take a CDBG program and all of its components from start (preparation of application) to finish (program close-out). PVPC is also well aware of the reporting and documentation requirements as set forth by HUD and EOCD. PVPC consistently has excellent reports from EOCD in its monitorings.

PVPC has been responsible not only for the individual program design(s) but also the creation of the various reporting formats (forms). Depending on the individual community needs, PVPC has directly administered all or a portion of a community development program. PVPC has also acted on behalf of municipalities to oversee other subcontractors for the purpose of completing specific projects or programs.

As part of it's role as a regional entity, PVPC must be in constant contact with various local, regional, and state agencies. PVPC has regular interaction with a variety of organizations resulting in up-to-date information for communities as well as coordinated and improved levels of service.



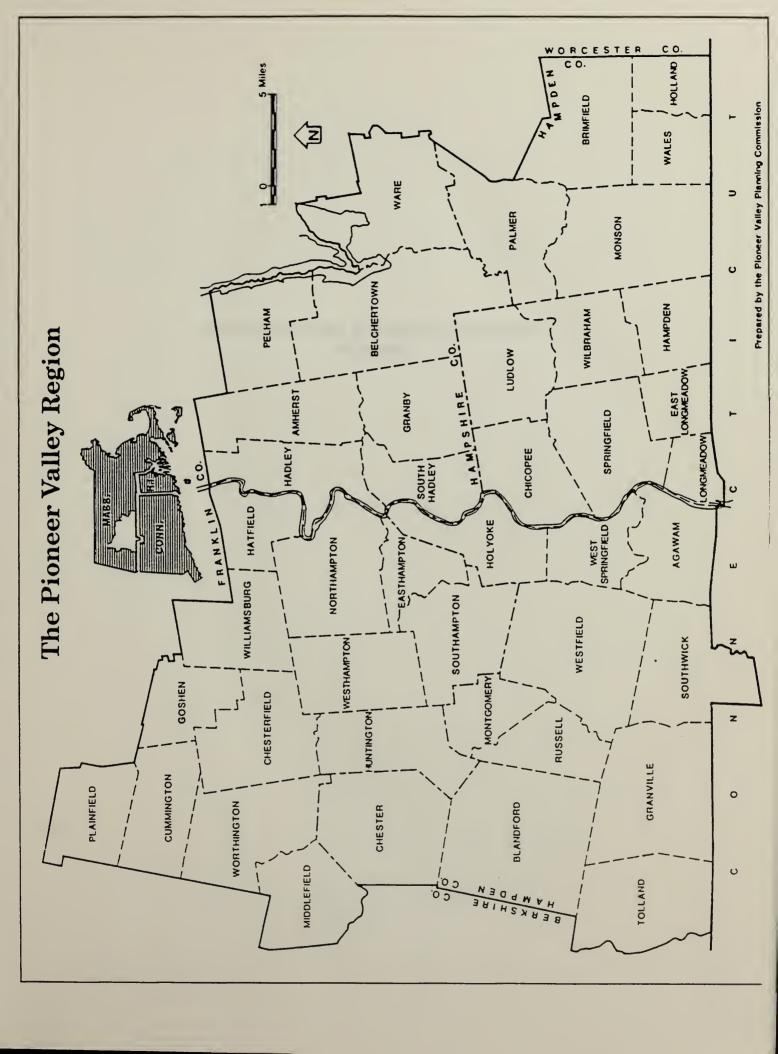


rioneel valley manning commission

Not a permanent PVPC staff position -3:

P T Denotes staff position which is <u>currently</u> part time







PIONEER VALLEY PLANNING COMMISSION RESUMES



TIMOTHY W. BRENNAN

Executive Director - Pioneer Valley Planning Commission

Office Address:

Home Address:

Pioneer Valley Planning Commission

26 Central Street

West Springfield, Massachusetts 01089

Tel: (413) 781-6045

287 River Drive

North Hadley, Massachusetts 01035

Tel: (413) 584-2948

I. PROFESSIONAL EXPERIENCE

December 1980 - Present	Executive Director, Pioneer Valley Planning Commission
1976 - 1980	Principal Planner, Pioneer Valley Planning Commission - Transportation
1974 - 1976	Senior Planner, Pioneer Valley Planning Commission - Transportation
1973 - 1974	Planner, Pioneer Valley Planning Commission - Transportation
1971 - 1973	Planning Aide, City of Northampton, Massachusetts

II. EDUCATION

State University of New York at Buffalo, Bachelor of Arts, 1970

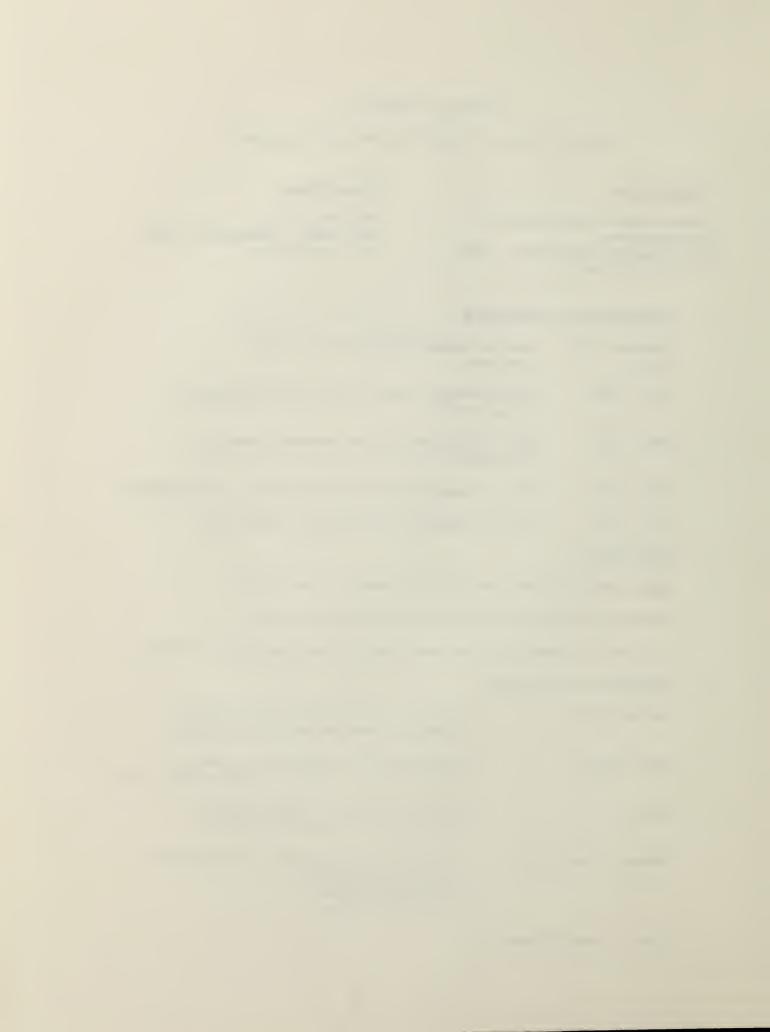
University of Massachusetts, Master of Regional Planning, 1973

U.S. Dept. of Transportation, Advanced Diploma Urban Transportation, 1974-76

III. OTHER QUALIFICATIONS

Adjunct Faculty	Landscape Architecture and Regional Planning
Board Member	Massachusetts Low Level Radioactive Waste Management Board - Governor Appointee 1988 - 1991
Officer	National Association of Regional Councils - Executive Directors Advisory Committee
Occasional Guest Lecturer	American International College - Graduate School of Public Administration Mount Holyoke College Westfield State College

FAA - Licensed Private Pilot



IV. AFFILIATIONS

Co-Chairman - Steering Committee - Western Massachusetts Economic Development Conference

Member - Pioneer Valley Recycling Association

Secretary/Treasurer - Massachusetts Association of Regional Planning Agencies

Member - Massachusetts Hazardous Waste Congress

Co-Chairman - Western Massachusetts Coalition for Safe Waste Management

Member - American Planning Association

President - Board of Directors - Frank A. Waugh Alumni Association, University of Massachusetts

Member - World Future Society

V. INTERESTS

Flying, Cities (U.S. and International), California Vineyards, Futuristics, Canada, Short Wave Radio Communications, Sailing and Foreign Affairs

VI. PERSONAL

Birthdate: January 19, 1947 Marital Status: Married - 2 Children

Health: Excellent Social Security Number: 157-38-9111

VII. REFERENCES

Available Upon Request



JAMES M. MAZIK

EDUCATION:

B.S., Cum Laude, Natural Resources, University of Massachusetts,

Amherst, MA 1980

M.S., With Distinction, Natural Resource Planning, University of

Vermont, Burlington, VT 1984

PROFESSIONAL

MEMBERSHIPS: American Planning Association

American Institute of Certified Planners

GENERAL

BACKGROUND: Principal Planner

Community Development Manager

Pioneer Valley Planning Commission, West Springfield, MA

Manager of Community Development Division of regional planning agency. Division services include community development, housing, historic preservation, economic development, and varied municipal assistance. Responsibilities include overseeing a staff of eight employees as well as various subcontracted employees and agencies; project and staff budgeting; implementation of Community Development Block Grant funded projects; and provision of diverse technical assistance to communities on such matters as zoning and municipal bylaw revisions, regional policies, state statutes and regulations, financial assistance programs, project development, grantsmanship, and municipal matters.

EXPERIENCE:

Over 12 years of planning experience, including:

- o Town Planner, Belchertown, MA
- o Environmental and Planning Administrator, Wayland, MA
- o Assistant City Planner, Gloucester, MA
- o Research Assistant, University of Vermont, Burlington, VT
- o Land Use Planning Assistant, Winooski, VT



BONNIE PARSONS

EDUCATION:

Master of Science in Historic Preservation, Columbia University School of Architecture and Planning, 1979.

Ph.D. Exams completed, History of Art, University of Michigan, 1972.

Master of Art, History of Art, University of Michigan, 1972.

Bachelor of Arts with honors, Michigan State University, 1964.

PROFESSIONAL MEMBERSHIPS:

Preservation Alumni of Columbia University National Trust for Historic Preservation Historic Massachusetts, Inc.

GENERAL BACKGROUND:

Ms. Parsons is a Senior Planner/Historic Preservation
Specialist for the Pioneer Valley Planning Commission
within the Community Development Division.
Her responsibilities include: determinations of eligibility
for National Register in Section 106 Reviews for Community
Development Block Grant funded projects, management of
survey and planning projects and nomination to the National
Register of Historic Places of individual buildings and of
historic districts. She advises architects and owners on the
rehabilitation of historic buildings for Investment Tax Credits.

EXPERIENCE:

Director of Distribution, Zipporah Films, Inc.
Cambridge, Massachusetts for documentary filmmaker
Frederick Wiseman.
Managed film and video distribution for Zipporah Films, Inc.

Staff Preservationist at Appleton Trust, Lowell, Massachusetts.

Directed historic preservation project for Investment Tax Credits in rehabilitation of a one million square foot mill complex into residential/light industrial use in Lowell, Massachusetts.

Partner in Architectural Preservation Associates, Cambridge, Massachusetts. Prepared individual and district National Register nominations for seven Massachusetts towns and for the Beacon Hill National Landmark; a Historic Structure Report on the U.S. Custom House in New York, historic resource inventories for eight towns and a mass transit system inventory for the MBTA.



Architectural Historian in the Office of Giorgio Cavaglieri, FAIA, Architect, New York;.
Prepared Historic Structure Report on the Onderdonk House, Queeens, N.Y.; worked on rehab projects at N.Y. Public Library and Joseph Papp's Public Theater.

Historic District Researcher for New York City Landmarks Preservation Commission, New York, New York. Studied economic effects of Historic District designation in NYC.

Architectural Historian Consultant for Society for the Preservation of Long Island Antiquities, Setauket, New York.

Prepared National Register Nominations for Roosevelt properties on Long Island.

PUBLICATIONS:

Co-authored for the Massachusetts Committee for the Preservation of Architectural Records:

<u>Architectural Records in Boston</u>, Garland Publishing Press, New York, 1983.

A Manual of Current Architectural Office Practices in Archives Management and Recommendations for Conservation, COPAR, 1982.

A Checklist of Architectural Firms in Practice in Boston since 1849, COPAR, 1984.



CHRISTOPHER L. CURTIS

EDUCATION:

B.A., Geography/Regional Planning, University of Colorado, 1977

M.R.P., Regional Planning, University of Massachusetts (currently

completing degree)

PROFESSIONAL

MEMBERSHIPS: American Planning Association

Water Supply Citizens Advisory Committee Board of Directors, Valley Land Fund

GENERAL BACKCROUND

BACKGROUND: Mr. Curtis is Principal Planner and Program Manager for the PVPC's Resources/Land Use Section. He has ten years of professional planning experience, and expertise in zoning and growth management, water supply protection, groundwater assessment, solid and hazardous waste management, farmland preservation, community development and grantsmanship.

EXPERIENCE:

- o Principal author of <u>The Growth Management Workbook</u>, a guide to innovative zoning and growth management strategies which has been distributed to every community in Massachusetts.
- o Development and implementation of <u>Water 2000</u>, a regional plan to address water resources and needs for Pioneer Valley through the year 2000, including management and protection strategies.
- o Principal author of Westfield River Greenway Plan, and coordinator of efforts to secure state and federal Scenic Rivers status for the Westfield River.
- o Development and adoption of innovative growth management tools and techniques for numerous communities, including the state's first farmland preservation zoning bylaw in Granby.

 Massachusetts.
- o Program Manager for Water Quality Planning Program, including:
 - development and adoption of groundwater protection strategies for fifteen communities, and;
 - design of a reduced roadsalting program on state highways to protect private wells, which has been adopted as a state model. Published report: The Roadsalt Management Handbook.
- Coordinator for seven-town project to eliminate combined sewer overflow pollution of the Connecticut River with published report, <u>The Connecticut River: Achieving fishable</u> Swimmable Goal



- o Hazardous waste planning activities, including coordination of hazardous waste collections for both households and businesses. Developed three national award-winning hazardous waste publications, including Household Hazardous Waste.
- o Grantsmanship, including writing grant proposals which resulted in funding for growth management, hazardous waste and water quality programs. Secured \$3 million in funds for aquifer land acquisition in six communities.
- o Program manager for floodplain management program. Published report: Planning for Floods.
- o Solid Waste disposal planning, including a feasibility study on a regionwide network of recycling centers: <u>Source Separation</u> in the Lower Pioneer Valley.
- o Developed innovative strategies to preserve farmlands and increase self-sufficiency in rural areas, with published guidebook: <u>Farmland Preservation and Revitalization</u>: A Guide for Communities.
- o Supervision of up to eight staff members on detailed technical studies.
- o Coordinated downtown commercial revitalization program for Town of Easthampton under Community Development Block Grant.



BETH A. BRAGGA-WILLIAMS

EDUCATION: B.A., Sociology, Western New England College, Springfield, 1980

University of Massachusetts (currently working on a Masters in

Regional Planning)

PROFESSIONAL

MEMBERSHIPS: American Planning Association

Urban Land Institute

GENERAL BACKGROUND:

Ms. Bragga-Williams is a Senior Planner and Land Use Technician for the PVPC's Resources/Land Use Section. She provides land use regulation expertise to a variety of agency projects as well as to the forty-three communities the Pioneer Valley Planning Commission serves.

EXPERIENCE:

- o Works in conjunction with PVPC traffic engineers to analyze land use conditions along transportation corridors of regional significance and formulates land use regulations designed to mitigate future land use/traffic problems.
- o Completely restructures and revises a community's existing zoning bylaw/ordinance in order to make the zoning bylaw/ordinance easier to understand while providing innovative land use tools to meet community goals.
- o Assists in the development of municipal growth management plans and strategic plans while focusing on land use issues critical to a municipality's future progression.



JAMES P. COPE

EDUCATION:

B.S., Rensselaer Polytechnic Institute, 1967 B.Arch., Rensselaer Polytechnic Institute, 1968 M.U.P., Urban Planning, University of Michigan 1970

PROFESSIONAL

MEMBERSHIPS:

American Planning Association American Institute of Certified Planners

GENERAL BACKGROUND:

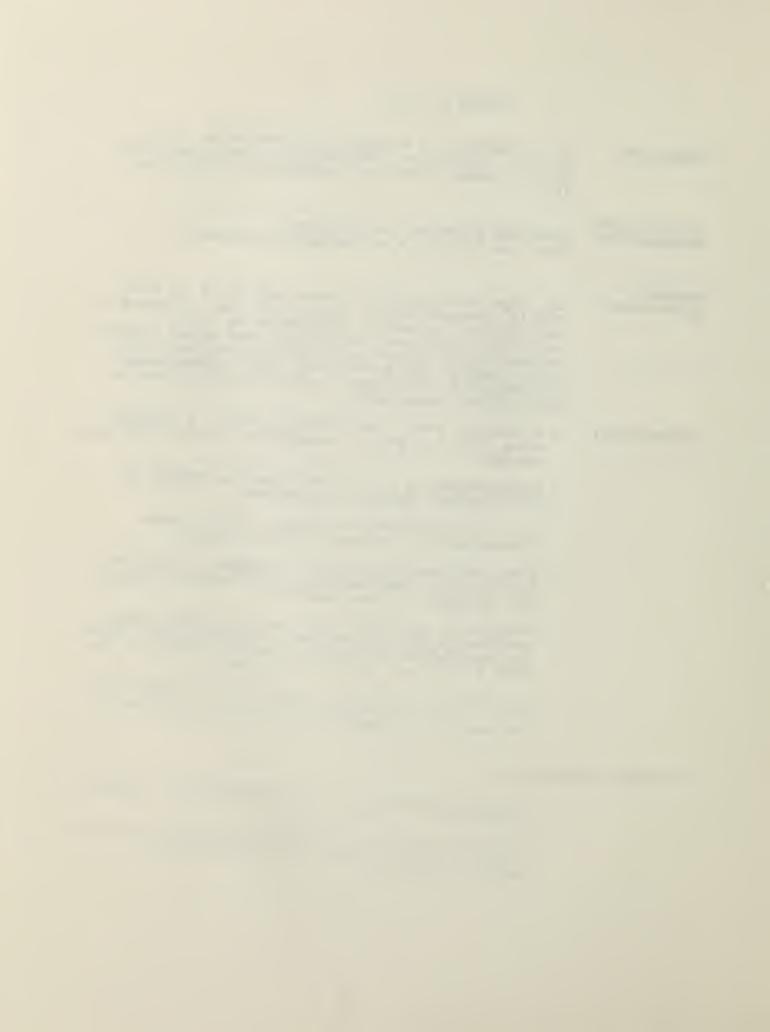
Mr. Cope is Principal Planner and head of the PVPC's Transportation Section. He has 19 years of professional planning experience in trans-portation, land use, economics, and urban design. He has worked extensively at both regional and local levels, and he has six years experience working as a consultant to town planning boards and citizen committees.

EXPERIENCE:

- o Principal staff for Transit 1990's, a regionwide plan for public transportation for the next decade.
- o Directed Route 9 Corridor Planning Study in Northampton, Hadley, and Amherst.
- o Directed region-wide survey of bus riders throughout the Pioneer Valley Region.
- o Prepared numerous traffic studies in Holyoke, Southampton, Easthampton, Northampton, Amherst, and Montague, Massachusetts.
- o Prepared a strategic land use plan and zoning amendments to provide design controls and land use regulation to protect the character of the West Brookfield town common area.
- o Directed a feasibility analysis and reuse plan for a large converted textile mill complex in Easthampton, Massachusetts.

TEACHING EXPERIENCE:

- o Visiting Lecturer, Oxford Polytechnic, England Department of Town Planning
- o Visiting Lecturer, University of Massachusetts, Department of Landscape Architecture and Regional Planning



SHAUN M. HAYES

EDUCATION:

B.A., Urban Studies, St. Anselm College, 1969.

Associate in Graphic Arts Technology, Springfield Technical

Community College.

PROFESSIONAL

MEMBERSHIPS: American Congress of Surveying and Mapping

Executive Committee, Massachusetts Geographic Information Committee

GENERAL BACKGROUND:

BACKGROUND: Mr. Hayes is Manager to the Data/Mapping Section of the Pioneer Valley Planning Commission. His responsibilities include: assist in developing the scope of work for future planning programs, coordinate those tasks when graphic analysis is necessary, manage the regional data bank which encompasses demographic, economic and spatial data, design and draft appropriate graphics (i.e., the matic maps, graphs, charts, illustrations, displays), design and produce the organization's publications and serve as the Outdoor Recreation/Open Space Planner.

EXPERIENCE:

- o Assist the U.S. Census Bureau in the development of their TIGER (GIS) System though improvements to their geographic base file in the Pioneer Valley (i.e., evaluating and recommending changes to the census geography, and currently updating their workplace file).
- o Participated in the design and development of a variety of community based spatial data systems including: all-purpose land information system for Williamsburg, Land Use/Zoning for Chicopee, Farmland Parcels and Preservation Priorities for 12 Pioneer Valley Communities, all-purpose land information system for parcels which abut the Westfield River in 12 Pioneer Valley communities.
- o Compiled and produce a series of multi-colored regional maps for major distribution: Regional Development 1965-1970, Housing Development 1960-1971, Land Use Inventory 1978, Regional Growth Plan (1978-2000), Pioneer Valley Bicycling Guide, Water Resources in the Pioneer Valley.
- o Compiled and produced a series of multi-colored regional maps for major distribution: Regional Development 1965-1970, Housing Development 1960-1971, Land Use Inventory 1978. Regional Growth Plan (1978-2000). Pioneer Valley Bicycling Guide, Water Resources in the Pioneer Valley.
- o Compile and maintain an informal regional atlas, employing an overlay system which identifies individual resource and cultural characteristics, useful in performing a myriad of spatial analysis activities of the region.



- o Coordinated the research, compilation and production to a series of regional data publications (i.e., 1984 BASE DATA REPORT, Data Digest: A Statistical Profile of the Pioneer Valley Region, An Inventory of Major Employers of the Pioneer Valley, Building Permits (1970-1987) in the Pioneer Valley).
- o Completed GIS Training Program of U. Mass. A week long, hands-on program designed to produce planning solutions using Geographic Information Systems



INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

ROUTE 20: JACOB'S LADDER TRAIL SUMMARY OF PROPOSAL FOR INTERIM SCENIC BYWAYS PROGRAM

OBJECTIVE: To meet the goals of the Intermodal Surface Transportation Efficiency Act of 1991 for Route 20 by addressing:

Enhancement of Community Environmental Quality Economic Competitiveness

Specifically to plan for highway safety improvements and the historic preservation and beautification of the scenic and historic sites along Route 20 known as Jacob's Ladder Trail through Scenic Byway designation and a master design plan in GIS format. The master design plan will include highway improvements, a bike trail along Route 20, bike and pedestrian tours in the towns adjacent to the Byway published in a guidebook; a marker system for sites of historic and natural significance; plan for the acquisition of scenic easements and conservation areas and for the rehabilitation and reuse of an historic transportation building as a visitors' interpretive center. Project objectives include preventing negative impacts of uncontrolled economic development of natural resources along Jacob's Ladder Trail through zoning review and revisions.

REQUEST: \$163,315

LOCATION: Route 20 between Russell and Chester in Hampden and Hampshire Counties, Becket and Lee in Berkshire County, Massachusetts. Project area includes both sides of the highway which runs roughly parallel to the Westfield River and includes the communities of Russell, Huntington, Chester, Becket and Lee.

SCENIC BYWAYS PROJECT:

- 1. Conduct a cultural landscape survey documenting the designed, vernacular and historic landscapes, and an historic resources survey to identify architecturally and historically significant resources on Route 20 from Russell through Lee. This part of the project will build upon:
- historic resource inventories and of Huntington and Chester, Becket and Lee and the National Register Nomination of Chester Factory Village
- Westfield River Greenway Plan, PVPC, 1990
- Town Common Project, Huntington, PVPC, 1990.
- 2. Create a phased, master design plan in GIS form for highway safety improvements, for a bike/pedestrian trail, bicycle and walking tours of the historic and natural sites, for acquisition of scenic easements, for acquisition of historic buildings or their facade easements, and for the long term protection of the natural resources of the Route 20 corridor. This part of the project will build upon:
- survey and GIS mapping of parcels along sections of Westfield River by PVPC, 1991-92
- Westfield River Greenway Plan, PVPC, 1990
- Interstate 91 Corridor Study: An Impact Analysis of the Cultural Landscape, PVPC, 1990
- The Massachusetts Bicycle Map, PVPC, 1987



COMMUNITY PROFILES PRIMARY COMMUNITIES





CHESTER

Desppite a rugged landscape with extremely sloping hills which allow only minimal residential or industrial development, Chester has attracted a growing population up 14% to 1,280 in 1990. The Town gained national attention as the birthplace of the abrasives industry due to the expansive emery deposits once actively mined in town. Currently, the town's largest employer is a lumber company.

Established in 1783, the town of Chester is comprised of three distinct neighborhoods: Chester Village, Chester and North Chester. In its heyday, there was a granite quarry along what is now Route 20. The coming of the

Regional Data Center Pioneer Valley Planning Commission 26 Central Street West Springfield, Massachusetts 01089 Telephone: (413) 781-6045

Profiles of 43 communities, Hampden and Hampshire Counties, and Pioneer Valley Region are also available. Photocopying by expressed permission of Regional Data Center only.

Price: \$5.00 or inquire about quantity discounts. The Regional Data Center of the Pioneer Valley Planning Commission offers demographic and economic information and analytical services.

Western Railroad, once a major employer (later named the Boston and Albany railroad) shifted the town center to Chester Village from its original site, whose earlier purpose, because of its position on higher ground was to avoid Indian attacks. Today the railroad has diminished in importance to the town, but remnants of the once industrial boom-town are the historic train station and the "Old Chester Jail" in Chester Village, now housing the headquarters of the Chester Historical Society. The Congregational Church and former schoolhouse, built in 1763, are listed on the National Register of Historic Places.

Chester offers rural lifestyle with only 30 people per square mile. Chester takes part in the Gateway Regional School System. The Town's "miniature Theatre", an actors equity production company, feature, nationally known stage and movie stars who perform in the historic Town Hall.

Type of Government: Open Town Meeting, 3 Selectmen.

MUNICIPAL OFFICES

Town Hall, Middlefield St. Chester, MA 01011 Phone: (413) 354-7760

FAX: none

LAND AREA and TAX BASE

Acres	23,788
Square Miles	37.17
1990 Voter Registration	711
1991 Auto Registration	1,041
1991 Residential Property	
Tax Rate	\$11.17
1991 Commercial Property	
Tax Rate	\$11.17

POPULATION TRENDS

1960	1,155
1970	1,025
1980	1,123
1990	1,280

1990 Race and Spanish Origin

White	99.0%
Black	0.0%
Other	1.0%
Spanish Origin*	0.7%

Age Group	1980	1990
0 - 4 5 - 9 10 - 14 15 - 19 20 - 24 25 - 44 45 - 54 55 - 64	5.6 6.0 8.3 10.2 6.6 27.9 10.7	7.9 8.3 7.9 5.5 4.2 35.4 11.1 8.7
65 - 74 75 & Over	7.3 6.2	6.9 4.2

LAND USE by Category 1985 (ACRES)

Total Square Miles	37.17
Total Road Miles (1987)	59.46

Land Use	Acres
Residential Commercial Industrial Urban Open/Public Outdoor Recreational Tilled Land Undeveloped Land Water	535.6 12.1 36.8 36.6 15.1 498.3 22.268.1 385.3

RECREATION AREAS

PARKS: Town Watershed, Canada Hill Wildlife, Chester State Forest, Hampden Street Park.

GOLF COURSES: none.
OTHER: Brookside Lodge,
Walker Island Campground,
Littleville Fairgrounds

Data Sources:

United States Department of Commerce: Census Bureau Massachusetts Department of Revenue

Massachusetts Department of Revenue Massachusetts Department of Employment & Training

County Home Data
Massachusetts Department of Education
Resource Mapping University of Massachusetts.
Amherst with EOEA MassGIS Project

CACI 57/92

AVERAGE ANNUAL EMPLOYMENT 1990*

	Number	Percent of Town Total
Government Agriculture, Forestry, Fisheries Mining Construction Manufacturing Trans., Com., Utilities Wholesale and Retail Trade Finance, Insurance & Real Estate Services Total Employment Average Annual Wage	23 0 0 10 c c 14 c 13 133	17.3% 0.0% 0.0% 7.5% c % 10.5% c % 9.8% 100.0%
Average Annual Wage	Ψ=0,709	

^{* &}quot;c" = data confidential, withheld to prevent disclosure of individual employer data.

WHERE RESIDENTS WORK (1980)

30.9% work in Chester 69.1% commute out of Chester

EDUCATION

1990 Educational Attainment of Persons
25 Years and Older *

Less than 12 years	20.0%
4 years High School	42.9%
Less than 4 years College	22.7%
4 or more years College	14.4%

^{*} Expressed as the highest level attained.

School Structure: Member of Regional School District.

Integrated Per Pupil Cost (1989-1990): \$4.823

HOUSING PRICES

Year	Median Selling Price
1987	\$83,333
1988	\$75,000
1989	\$97,000
1990	\$103,711

LABOR FORCE and EMPLOYMENT

Year	Labor Force	Unemployed
1983	387	15.0%
1984	577	10.4%
1985	512	4.7%
1986	530	4.2%
1987	547	5.7%
1988	560	5.2%
1989	589	5.3%
1990	578	7.4%
1991*	565	14.2%

^{*}First Quarter

1990 HOUSEHOLD INCOME

0 - \$9,999	10.5%
\$10,000 - 14,999	5.6%
\$15,000 - 24,999	13.9%
\$25,000 - 34,999	18.2%
\$35,000 - 49,999	22.9%
\$50,000 - 74,999	21.8%
\$75,000 or more	7.1%

1990 Median Household Income: \$35,625

1990 Persons Below Poverty Level: 5.9%



HUNTINGTON

With the largest population among the southern Massachusetts hilltowns, Huntington is also that area's regional center.
Huntington's development is mainly residential, with very limited farming and industry.
However, the town hosts the most developed commercial center in the area, including several restaurants and small markets. The Huntington Health Center provides the only medical service in the Southern Hilltowns.

Huntington was originally incorporated as the Town of Norwich in

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Price: \$5.00 or inquire about quantity discounts. The Regional Data Center of the Pioneer Valley Planning Commission offers demographic and economic information and analytical services.

1775 and was the first community in Hampshire County to have service from the newly constructed railroad. The railroad brought a boom of manufacturing in sleds, woolens, baskets, paper and tools, but Huntington was quickly overshadowed by industry growth in surrounding towns.

Today the population stands at 1,987, a 10% increase since 1980. Although there is no industry in Huntington, the Knightville and Littleville Dams on the pristine Westfield River provide excellent hiking and cross country skiing areas. In addition, there are public beaches on Lake Norwich and Littleville Lake. Huntington belongs to the Gateway Regional School System and is accessible by Routes 20 and 112.

Type of government: Open Town Meeting, 3 Selectmen.

MUNICIPAL OFFICES

Town Hall, PO BOX 430 Huntington, MA 01050 Phone: (413) 667-3324

FAX: none

LAND AREA and TAX BASE

Acres	17,137
Square Miles	26.78
1990 Voter Registration	1,055
1991 Auto Registration	1,58€
1991 Residential Property	
Tax Rate	\$14.85
1991 Commercial Property	
Tax Rate	\$14.85

POPULATION TRENDS

1960	1,392
1970	1,593
1980	1,804
1990	1.987

1990 Race and Spanish Origin

White	99.2%
Black	0.1%
Other	0.7%
Spanish Origin*	1.6%

Age Group	1980	1990
0 - 4	7.2	8.1
5 - 9	8.8	9.1
10 - 14	9.9	7.3
15 - 19	10.3	7.5
20 - 24	7.8	5.2
25 - 44	30.9	34.7
45 - 54	8.1	11.2
55 - 64	8.3	6.2
65 - 74	5.4	7.2
75 & Over	3.3	3.7

LAND USE by Category 1985 (ACRES)

Total Square Miles	26.78
Total Road Miles (1987)	38.65

Land Use	Acres
Residential	751.6
Commercial	36.9
Industrial	47.3
Urban Open/Public	142.3
Outdoor Recreational	31.9
Tilled Land	283.2
Undeveloped Land	15,516.9
Water	309.2

RECREATION AREAS

PARKS: Canada Hill Wildlife
Management, Norwich Lake
Farm, Littleville Flood Conservation Area, Norwich Lake
Public Beach, Gardner State
Park, Knightville Reservoir.
GOLF COURSES: NONE
OTHER: Camp Lakeside, Camp
Norwich, Camp Kinnebrook
Camp Sandy Brook.

Data Sources:

United States Department of Commerce. Census Bureau

Massachusetts Department of Revenue Massachusetts Department of Employment & Training

County Home Data

Massachusetts Department of Education Resource Mapping University of Massachusetts, Amherst with EOEA MassGIS Project

5/7/92

AVERAGE ANNUAL EMPLOYMENT 1990*

	Number	Percent of Town Total
Government Agriculture, Forestry, Fisheries Mining Construction Manufacturing Trans., Comm., Utilities Wholesale and Retail Trade Finance, Insurance & Real Estate Services Total Employment	291 c 0 14 11 c 29 c 7 361	80.6% c % 0.0% 3.9% 3.1% c % 8.0% c % 1.9% 100.0%
Average Annual Wage	\$19,34	14

^{* &}quot;c" = data confidential, withheld to prevent disclosure of individual employer data.

WHERE RESIDENTS WORK (1980)

22.24% work in community of residence
77.76% work outside of community of residence

EDUCATION

1990 Educational Attainment of Persons
25 Years and Older *

Less than 12 years	21.9%
4 years High School	38.4%
Less than 4 years College	24.5%
4 or more years College	15.2%

^{*} Expressed as the highest level attained.

School Structure: Elementary and Host of Middle and High Schools for the Gateway Regional School District

Integrated Per Pupil Cost (1989-1990): \$4,822

HOUSING PRICES

Year	Median Selling Price
1007	504.116
1987 1988	\$94,116 \$99,900
1989	\$99,900
1990	\$117,536
1330	\$117,550

LABOR FORCE and EMPLOYMENT

Year	Labor Force	Percent Unemployed
1983	696	14.7%
1984	928	6.4%
1985	851	5.5%
1986	846	5.2%
1987	919	4.7%
1988	903	3.3%
1989	952	5.0%
1990	962	7.7%
1991*	974	12.6%

^{*}First Quarter

1990 HOUSEHOLD INCOME*

0 - \$9,999	9.9%
\$10,000 - 14,999	6.8%
\$15,000 - 24,999	18.1%
\$25,000 - 34,999	17.3%
\$35,000 - 49,999	25.5%
\$50,000 - 74,999	16.4%
\$75,000 or more	6.0%

1990 Median Household Incom \$33,438

1990 Persons Below Poverty Level: 7.9%

*These figures also include the Town of Montgomery



RUSSELL

Very rugged terrain with steep inclines distinguishes Russell, where its rural landscape amid mountain ranges creates a pleasant balance for its population, up 2% to 1,594 in 1990. Russell is located between the City of Westfield and the rural hilltowns at the foot of the Berkshire Mountains.

Established in 1792, settlers of the town of Russell were primarily farmers. Lumber mills soon emerged along the banks of the Westfield River. Construction of the Western Rail Road, later called the Boston and Maine railroad, on

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the north side of town added to its industrial growth where industry found a welcome foothold in the rugged farming community.

Manufacturers remain the principal industry in town, including three paper companies, the Strathmore Paper Company, Westfield River Paper Company, Inc. and Texon, Inc.

Less then one quarter of the town is urbanized, with the remainder farm, forest, recreation land, or watershed. The town has municipally-operated electric, water and sewer services. It is also one of the two communities in Massachusetts with a municipally-owned and operated cable television service. There are three recreational fields for children in Russell, a town pool, a lake, a public golf course, Strathmore Park and the Moses Scout Reservation. The Massachusetts State Police Barracks is also located in Russell.

Type of government: Open Town Meeting, 3 Selectmen.

MUNICIPAL OFFICES

Town Hall, 65 Main St. Russell, MA 01071 Phone: (413) 862-3265 FAX: none

LAND AREA and TAX BASE

Acres	11,483
Square Miles	17.94
1990 Voter Registration	743
1991 Auto Registration	1,138
1991 Residential Property	
Tax Rate	\$13.37
1991 Commercial Property	
Tax Rate	\$23.91

POPULATION TRENDS

1,366
1,382
1,570
1,594

1990 Race and Spanish Origin

White	99.0%
Black	0.4%
Other	0.6%
Spanish Origin*	0.3%

Age Group	1980	1990
0 - 4 5 - 9	7.3	7.3 7.9
10 - 14 15 - 19	8.7 9.8 9.5	7.5 7.7
20 - 24 25 - 44	8.3 29.2	6.9
45 - 54	8.5 9.4	35.3 10.5
55 - 64 65 - 74 75 & Over	6.1 3.3	7.4 6.0 3.6
13 & Over	5.5	3.0

LAND USE by Category 1985 (ACRES)

Total Square Miles	17.94
Total Road Miles (1987)	21.36

Land Use	Acres
Residential	476.3
Commercial	25.0
Industrial	52.5
Urban Open/Public	36.7
Outdoor Recreational	51.0
Tilled Land	72.0
Undeveloped Land	10,445.9
Water	230.6

RECREATION AREAS

PARKS: Russell Watershed,
Amos Moses Scout Reservation, Russell Town Beach,
Russell Town Pool Recreation
Area, Strathmore Park,
Nobleview Appalachian
Mountain Club.

GOLF COURSES: Whippernon

Golf Course.
OTHER: NONE

Data Sources:

United States Department of Commerce:
Census Bureau
Massachuseits Department of Revenue
Massachuseits Department of Employment &
Training

County Home Data

Massachusetts Department of Education Resource Mapping: University of Massachusetts, Amherst with EOEA MassGIS Project

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AVERAGE ANNUAL EMPLOYMENT 1990*

	Number	Percent of Town Total
Government Agriculture, Forestry, Fisheries Mining Construction Manufacturing Trans., Comm., Utilities Wholesale and Retail Trade Finance, Insurance & Real Estate Services Total Employment	35 c 0 1 548 0 34 0 c 661	5.3% c % 0.0% 0.2% 82.9% 0.0% 5.1% 0.0% c % 100.0%
Average Annual Wage	\$27,219	

^{* &}quot;c" = data confidential, withheld to prevent disclosure of individual employer data.

WHERE RESIDENTS WORK (1980)

23.97%	work in Russell
76.03%	commute out of
	Russell

EDUCATION

1990 Educational Attainment of Persons
25 Years and Older *

Less than 12 years	18.8%
4 years High School	46.8%
Less than 4 years College	20.0%
4 or more years College	14.4%

^{*} Expressed as the highest level attained.

School Structure: Member of Regional School System

Integrated Per Pupil Cost (1989-1990): 4,822

HOUSING PRICES

Year	Median Selling Price
1987	\$94,600
1988	\$107,750
1989	\$54,000
1990	\$113,429

LABOR FORCE and EMPLOYMENT

Year	Labor Force	Unemployed
1983	771	5.3%
1984	804	3.9%
1985	740	3.2%
1986	737	3.1%
1987	771	2.3%
1988	776	2.6%
1989	802	2.4%
1990	804	4.2%
1991*	817	9.7%

^{*}First Quarter

1990 HOUSEHOLD INCOME

0 - \$9,999	7.2%
\$10.000 - 14,999	6.8%
\$15,000 - 24,999	15.4%
\$25,000 - 34,999	17.2%
\$35,000 - 49,999	22.8%
\$50,000 - 74,999	22.8%
\$75,000 or more	7.7%

1990 Median Household Income: \$36,927

1990 Persons Below Poverty Level: 4.5%

COMMUNITY PROFILES
SECONDARY COMMUNITIES





BLANDFORD

While the rugged terrain of this quiet hilltown has restricted a great influx of development, the opportunity for outdoor recreation has attracted a growing resort community. The popularity of Blandford Ski Area, Cobble Mountain Reservoir and the Mountain Laurel Trail can perhaps explain a 14% increase in population to 1,187 in 1990.

Originally settled in 1741, it became one of the most prosperous towns in the area when dairying infiltrated the traditional farming practices of sheep raising and grain harvesting. Blandford became a

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bustling agricultural community. However, this prosperity was not to last due to the construction of the Western Railroad (later called the Boston/Albany railroad) through Westfield which diverted trade and traffic.

This beautiful community has also taken a place in "Hollywood History," particularly during the 1930's. Some early "Tarzan" movies were filmed on location, as well as portions of the Shirley Temple film "The Little Rebel".

Today, Blandford continues to maintain its character as a rural, residential community. Industry is limited, with some dairy and orchard operations in existence. The annual Blandford Fair, one of the oldest fairs in the region, attracts many visitors every Labor Day Weekend.

Type of Government:
Open Town Meeting, 3 Selectmen.

MUNICIPAL OFFICES

Town Hall, Main St. Blandford, MA 01008 Phone: (413) 848-2782

FAX: none

LAND AREA AND TAX BASE

Acres	34,183
Square Miles	53.41
1990 Voter Registration	649
1991 Auto Registration	1,015
1991 Residential Property	
Tax Rate	\$10.77
1991 Commercial Property	y
Tax Rate	\$10.77

POPULATION TRENDS

1960	636
1970	863
1980	1,038
1990	1,187

1990 Race and Spanish Origin

White	99.7%
Black	0.0%
Other	0.3%
Spanish Origin*	1.1%

1700	1990
6.7 9.6 8.6 9.2 4.8 31.6	7.0 7.6 7.8 6.7 3.7 37.4 12.1
10.3 5.3	7.7 7.0 3.1
	9.6 8.6 9.2 4.8 31.6 9.2 10.3

LAND USE by Category 1985 (ACRES)

54.17

Total Road Miles (1987)	62.71
Land Use	Acres
Residential	631.3

Total Square Miles

Commercial	9.5
Industrial	13.5
Urban Open/Public	54.8
Outdoor Recreational	223.2
Tilled Land	744.0
Undeveloped Land	31.031.6
Water	1,137.8

RECREATION AREAS

PARKS: Springfield Water Shed, Watson Park, Blandford/ Chester State Forest.

GOLF COURSES: Blandford Country Club.

OTHER: Blandford Ski Area, Blandford Fair Grounds.

Data Sources:

United States Department of Commerce: Census Bureau

Massachuseits Department of Revenue Massachuseits Department of Employment & Training

County Home Data

County Home Data
Massachusetts Department of Education
Resource Mapping: University of Massachusetts,
Amherst with EOEA MassGIS Project

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AVERAGE ANNUAL EMPLOYMENT 1990*

	Number	Percent of Town Total
Government Agriculture, Forestry, Fisheries Mining Construction Manufacturing Trans., Comm., Utilities Wholesale and Retail Trade Finance, Insurance & Real Estate Services Total Employment	c c 0 6 0 0 53 0 27	c % c % 0.0% 5.4% 0.0% 0.0% 47.8% c % 24.3% 100.0%
Average Annual Wage	\$10,100	123.0%

^{* &}quot;c" = data confidential, withheld to prevent disclosure of individual employer data.

WHERE RESIDENTS WORK (1980)

21.05% work in Blandford 78.95% commute out of Blandford

EDUCATION

1990 Educational Attainment of Persons 25 Years and Older *

Less than 12 years	11.5%
4 years High School	35.7%
Less than 4 years College	29.8%
4 or more years College	23.0%

^{*} Expressed as the highest level attained.

School Structure: Member of Regional School District

Integrated Per Pupil Cost (1989-1990): \$4,824

HOUSING PRICES

Year Median Selling	Pric
1987 \$112,0° 1988 \$100,00 1989 \$105.00	00
1990 \$162.50	X

LABOR FORCE and EMPLOYMENT

Labor Force	Percent Unemployed
399	13.3%
598	9.2%
535	4.1%
554	3.6%
573	2.8%
585	2.1%
618	2.6%
613	5.7%
602	13.1%
	399 598 535 554 573 585 618 613

^{*}First Quarter

e

1990 HOUSEHOLD INCOME

0 - \$9,999	4.5%
\$10,000 - 14,999	4.7%
\$15,000 - 24,999	15.6%
\$25,000 - 34,999	17.5%
\$35,000 - 49,999	26.3%
\$50.000 - 74,999	22.2%
\$75,000 or more	9.2%

1990 Median Household Income: \$39.018

1990 Persons Below Poverty Level: 1.5%



MONTGOMERY

Spectacular autumn foliage is a traditional attraction in this town of mountaintops. The terrain is very hilly with elevations to 1,400 feet. New development is limited by the topography and wetlands.

Though the 1990 population has risen 19% to 759 in 1990, there were once more than twice as many residents as today. Incorporated in 1780, Montgomery was founded in yeoman agriculture but developed into a small, bustling milltown. There are remnants of the Old Falley Armory, where rifles were made during the Revolutionary War at the foot of Mt. Tekoa. The population has fallen

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steadily in the past century, and new development is primarily single family homes for residents who commute out of town for professional positions. Montgomery offers close proximity to the industrial and commercial areas of Westfield to its immediate south and Northampton to the northeast.

There are numerous historical attractions in Town. Along with the Town House in the Center, built in 1849, and the Community Church, built in 1848, there are 31 other historical buildings, bridges and cemeteries in town. There is an ancient Indian Cemetery in Montgomery. The one-room library serves as a meeting place and the Historical Society holds an annual Pancake Supper and Sugar Fat.

Today the town remains predominantly agricultural and residential, with nearly half of its land undeveloped. Montgomery is a member of the Gateway Regional Public School System.

Type of government: Open Town Meeting, 3 Selectmen.

MUNICIPAL OFFICES

Town Hall, Main Rd. Montgomery, MA 01085 Phone: (413) 862-3386 FAX:

LAND AREA and TAX BASE

Acres	9,650
Square Miles	15.08
1990 Voter Registration	445
1991 Auto Registration	625
1991 Residential Property	
Tax Rate	\$13.76
1991 Commercial Property	
Tax Rate	\$13.76

POPULATION TRENDS

1040	333
1960	222
1970	446
1980	637
1990	759

1990 Race and Spanish Origin

White	99.3%
Black	0.0%
Other	0.7%
Spanish Origin*	0.3%

LAND USE by Category 1985 (ACRES)

Total Square Miles

15.08

Total Road Miles (1987)	30.64
Land Use	Acres
Residential	362.6
Commercial	1.7
Industrial	11.0
Urban Open/Public	5.6
Outdoor Recreational	0.0
Tilled Land	230.8
Undeveloped Land	8,962.3
Water	73.9

RECREATION AREAS

PARKS: NONE

GOLF COURSES: NONE

OTHER: NONE

Data Sources:

United States Department of Commerce.
Census Bureau

Massachusetts Department of Revenue
Massachusetts Department of Employment &
Training
County Home Data

County Home Data
Massachusetts Deoartment of Education
Resource Mapping: University of Massachusetts,
Amherst with EOEA MassGIS Project

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AVERAGE ANNUAL EMPLOYMENT 1990*

	Number	Percent of Town Total
Government Agriculture, Forestry, Fisheries Mining Construction Manufacturing Trans., Comm., Utilities Wholesale and Retail Trade Finance, Insurance & Real Estate Services Total Employment	0 0 0 29 c 0 0 c	0.0% 0.0% 0.0% 43.9% c % 0.0% 0.0% c % c % 100.0%
Average Annual Wage	\$21,022	

^{* &}quot;c" = data confidential, withheld to prevent disclosure of individual employer data.

WHERE RESIDENTS WORK (1980)

10.93%	work in Montgomery
89.07%	commute out of
	Montgomery

EDUCATION

1990 Educational Attainment of Persons
25 Years and Older *

Less than 12 years	10.6%
4 years High School	33.3%
Less than 4 years College	29.0%
4 or more years College	27.1%

^{*} Expressed as the highest level attained.

School Structure: Member of Regional School System

Integrated Per Pupil Cost (1989-1990): \$4,824

HOUSING PRICES

Year	Median Selling Pric
1987 1988 1989 1990*	\$110.500 \$151.000 \$128,500 \$126,857

LABOR FORCE and EMPLOYMENT

Year	Labor Force	Percent Unemployed
1983	293	4.1%
1984	306	2.9%
1985	282	2.5%
1986	282	2.5%
1987	305	1.0%
1988	306	1.0%
1989	319	2.2%
1990	315	2.2%
1991*	312	5.5%

^{*}First Quarter

1990 HOUSEHOLD INCOME

0 - \$9,999	2.7%
\$10,000 - 14,999	1.5%
\$15,000 - 24,999	10.0%
\$25,000 - 34,999	21.4%
\$35,000 - 49,999	21.0%
\$50,000 - 74,999	31.0%
\$75,000 or more	12.4%

1990 Median Household Income \$46.818

1990 Persons Below Poverty Level: 1.3%



MIDDLEFIELD

Nestled in the Berkshire Hills,
Middlefield has the highest elevation among the Hampshire County
hilltowns at 1,650 feet. Facing
west towards Pittsfield,
Middlefield's plateau provides a
view of 5 states. Though the Town
only has a population of 392, it is a
friendly, as well as active community. At one time, residents debated secession from Hampshire
County to Berkshire County, in
order to make Pittsfield, rather
than Northampton the county seat.

Established in 1783, the manufac-

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ture of woolens and union broadcloth prospered here in the midnineteenth Century. Today, there are remains of 19th Century soapstone quarries as well as a few cottage industries. Commercial agriculture, because of the prevalence of gravel and wetlands, remains impractical. A lone dairy farm and a llama farm continue their operations in town. Most of Middlefield's residents commute to General Electric in Pittsfield.

The Middlefield Agricultural Fair, which features horse and tractor pulls, are popular attractions.
Glendale Falls, located in the southeast part of town is another favorite recreation spot.

Type of government: Open Town Meeting, 3 Selectmen.

MUNICIPAL OFFICES

Town Hall, Skyline Trail Middlefield, MA 01243 Phone: (413) 623-8966

FAX: none

LAND AREA and TAX BASE

Acres	15,444
Square Miles	24.13
1990 Voter Registration	257
1991 Auto Registration	350
1991 Residential Property	
Tax Rate	\$12.20
1991 Commercial Property	
Tax Rate	\$12.20

POPULATION TRENDS

1960	315
1970	288
1980	385
1990	392

1990 Race and Spanish Origin

White	99.2%
Black	0.0%
Other	0.8%
Spanish Origin*	0.3%

Age Group	1980	1990
0 - 4 5 - 9 10 - 14 15 - 19 20 - 24 25 - 44 45 - 54	8.1 10.1 4.9 7.5 6.5 32.7 9.1	5.9 8.7 7.4 6.1 3.8 34.2 13.5
55 - 64	9.1	9.7
65 - 74	6.5	5.4
75 & Over	5.5	5.4

LAND USE by Category 1985 (ACRES)

24.13

Total Square Miles

Total Road Miles (1987)	37.22
Land Use	Acres
Residential	236.4
Commercial	1.8
Industrial Urban Open/Public	14.5 15.8
Outdoor Recreational	0.0
Tilled Land Undeveloped Land	453.7 14,705.9
Water	7.3

RECREATION AREAS

PARKS: Glendale Falls, Peru State Forest, Middlefield Fair Grounds, Middlefield Town Forest, Middlefield State Forest, Nature Conservatory. GOLF COURSES: NONE OTHER: NONE

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Data Sources:

United States Department of Commerce:
Census Bureau

Massachusetts Department of Revenue
Massachusetts Department of Employment &
Training
County Home Data
Massachusetts Department of Education
Resource Mapping University of Massachusetts,
Amnerst with EOEA MassGIS Project

AVERAGE ANNUAL EMPLOYMENT 1990*

	Number	Percent of Town Total
Government Agriculture, Forestry, Fisheries Mining Construction Manufacturing Trans., Comm., Utilities Wholesale and Retail Trade Finance, Insurance & Real Estate Services Total Employment	4 0 0 5 0 0 0 0 c 17	23.5% 0.0% 0.0% 29.4% 0.0% 0.0% 0.0% 0.0% 100.0%
Average Annual Wage	\$12,266	

^{* &}quot;c" = data confidential, withheld to prevent disclosure of individual employer data.

WHERE RESIDENTS WORK (1980)

24.62% work in Middlefield 75.38% commute out of Middlefield

EDUCATION

1990 Educational Attainment of Persons
25 Years and Older *

Less than 12 years	12.6%
4 years High School	35.4%
Less than 4 years College	26.8%
4 or more years College	25.2%

^{*} Expressed as the highest level attained.

School Structure: Member of Regional School System

Integrated Per Pupil Cost (1989-1990): \$4,821

HOUSING PRICES

Year	Median Selling Price
1987	\$42,000
1987	\$42,000 \$71,000
1989	\$66,000
1990	\$106,400

LABOR FORCE and EMPLOYMENT

		Percent
Year	Labor Force	Unemployed
1983	150	26.00
	150	26.0%
1984	216	19.0%
1985	181	8.8%
1986	187	8.0%
1987	185	2.7%
1988	193	4.1%
1989	207	5.3%
1 9 90	198	5.1%
1991*	187	8.6%

^{*}First Quarter

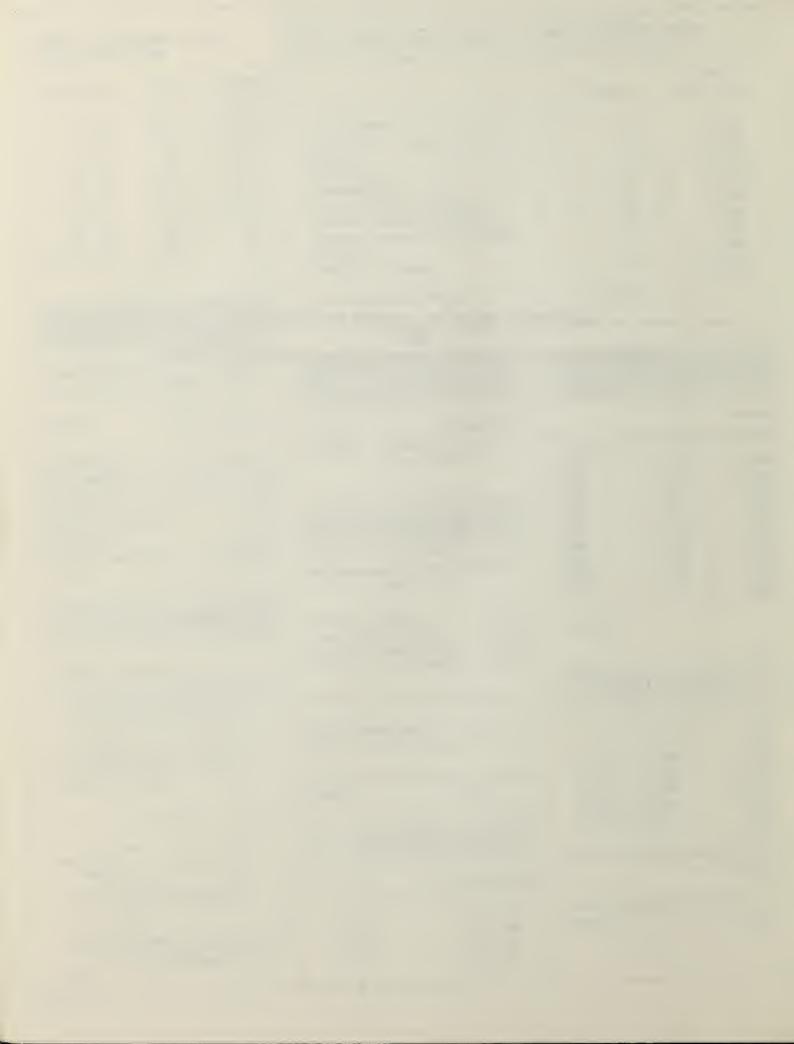
1990 HOUSEHOLD INCOME

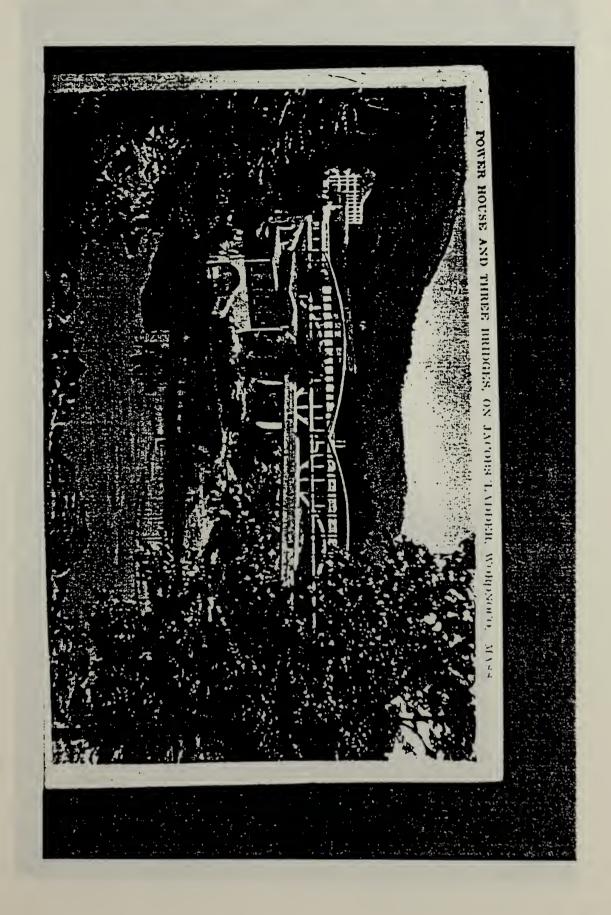
0 - \$9.999	9.6%
\$10,000 - 14,999	3.7%
\$15,000 - 24,999	7.4%
\$25,000 - 34,999	22.2%
\$35,000 - 49,999	29.7%
\$50,000 - 74.999	21.5%
\$75,000 or more	5.9%

1990 Median Household Income: \$36.319

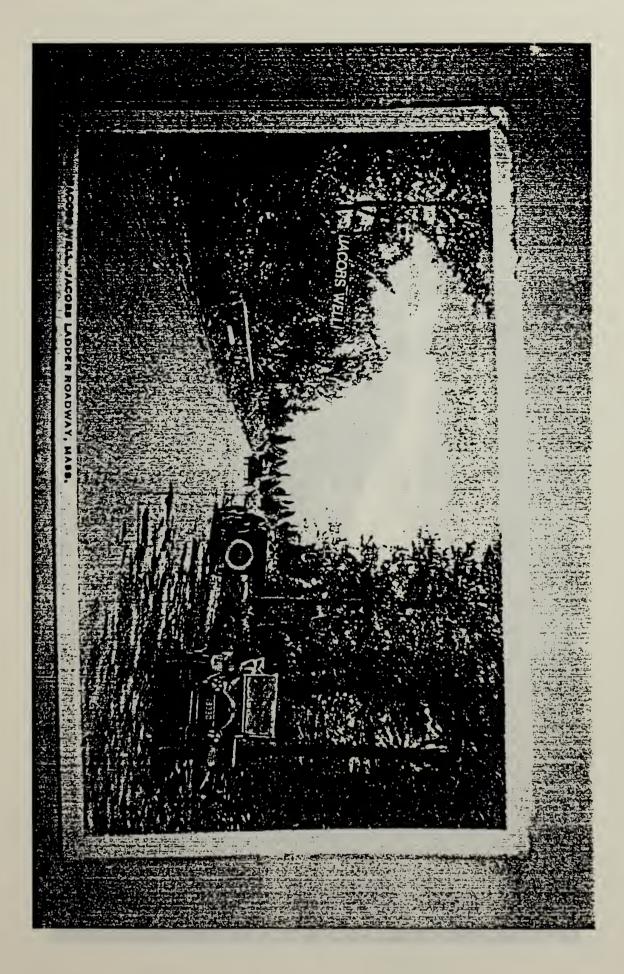
1990 Persons Below Poverty Level: 8.4%

HISTORICAL VIEWS OF JACOB'S LADDER TRAIL AND CONTEMPORARY ACCOUNTS OF SCENIC HIGHWAY DEDICATION

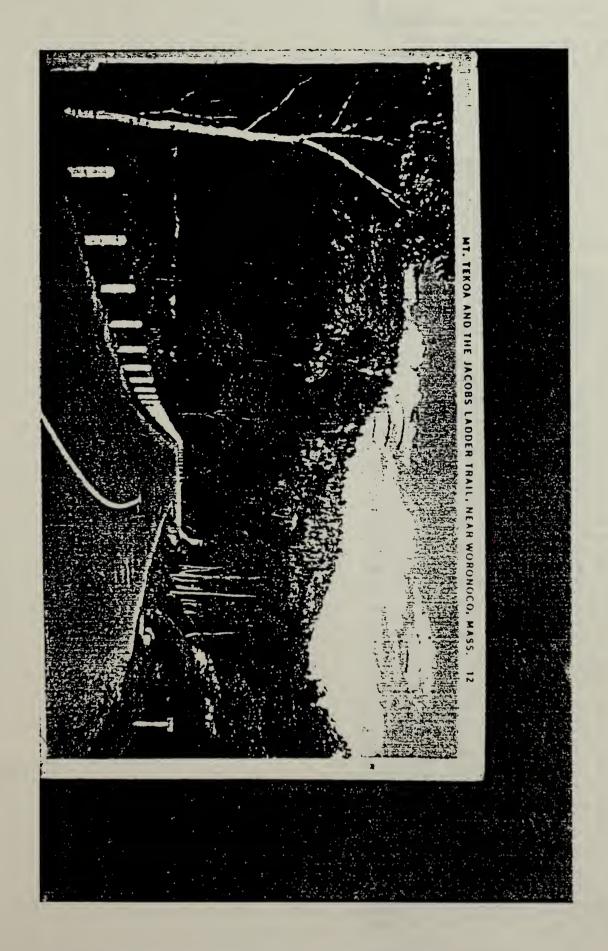


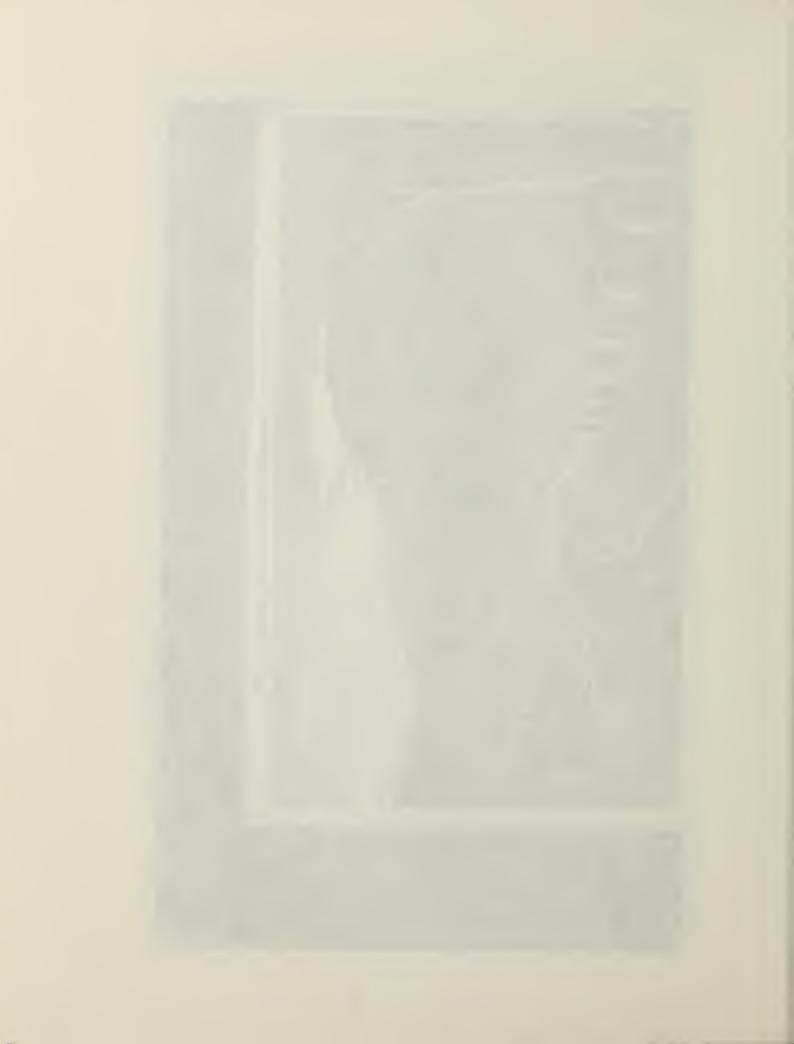












Trails and Bridges

RAVELING the trails between Pittsfield and Springfield two or ment Mountain, about 10 minutes' three times a week, one cannot help walk from the road. This makes being impressed with the excellent quintuplets so far reported in balroad that is called Jacob's Ladder, the broad, non-skid highway which once was a slippery grocked bish once was a slippery, crooked, highcrowned menace to motor traffic. Recalling the controversy which raged over Lebanon Mountain highway, whether it should be constructed of concrete or macadam, causes wonder whether our road-makers have decided by test which can be relied upon, what is the best material for our hilly roads in these high altitudes. That rough-surfaced, black, tarvia road appears to be ideal for the heights and grades, for curves and extremes of temperature.

At any rate the new route and road has opened a splendid vistas through the Lee, Becket and Chester woods and a drive through this

Beginning the climb out of the low-lands of Lee and through the memory-provoking gap in the embankment that once was the "Huckleberry Line" of the Berkshire Street Railway, into the forests of Becket it seems strange that some study has not been made of the possibilities of that old road-bed which is all that is left of the \$3.-000,000 bee-line through the huckleberry forests to Blandford, from East Lee. What a truck-trail that would make! It could be made a one-way route, at any rate, without much rebuilding of its base, with sufficient turnouts so that it might be used for two-way traffic. A State toll road for trucks might be the answer to the problem of the highways, which is that of tonnage and wear and tear from terrific loads on wheels,
Tragedy Looms

We read that the rapid extension and rebuilding of highways throughout the United States has been accomplished with little attention to bridges, and that only one State in the Union, Ohio, has taken steps toward restoration of old bridges, widening and strengthening them and rebuilding where advisable to make the highways safe. He tells of tragedies from bridges going own under heavy loads-or the result of heavy loads passing over them and declares that truck-drivers everywhere are risking their lives and those of others passing over "limited load" bridges with double the weight they are supposed to bear. An eminent engineer, he is quoted in Readers' Digest at length on this subject. He predicts that it will be necessary for a load or more of school-children in school busses to be killed before public demand will result in attention to old and weakened bridges.

As we look around this many-bridged valley of the Housatonic we sometimes shudder to see the "6-ton bridges" over which 10, 12, 15 ton loads often pass.

Rocks, Fish and Snakes Bill McCarty of Housatonic tips

us off to another Balanced Rock, which he says stands back of John Lane's home on the side of Monu-

Steve reports that he believed the big rainbow trout in Onota Lake are eating up the little bass; while others declare the big-mouth bass are feeding on rainbow youngsters. Here is a fishy situation, with two kinds of "cannibals" at large. We hear that the last large rainbow, caught by Cy Gaul in Onota had swallowed a sizable horned-pout and a 13-inch snake. Must be hun-

Speaking of snakes in Berkshires; one of the worst-infested regions for rattle-snakes is reported at Mt. Tekoa, on the border between Russell and Montgomery. So numerous are ter woods and a drive through this they that tourists are warned not section is a constant delight to the to visit the interesting "Counterfeiters." Cave" on Mt. Tekoa save in very cold weather.

September Morns

The brisk chill of a windy, snappy September morn coming on schedule, the first day of the month, gives the first suggestion of approaching autumn-and we welcome the season in advance, for it is always enjoyable in the Berkshires. Advance guards of autumn fiy their bright flags already in some places, maple leaves turned yellow and crimson—but probably this is from the drouth rather than from frost, though near-frosts were reported in August in some localities.

Through the Woods

If you would see thick forests growing close to the highway for miles, a real wild-wood not unduly invaded by the lumbermen, take a trip over Route No. 17 from Otis to Russell, via Blandford. This new route is now completed, all macadam road from end to end and is a delightful alternate route to Springfield, not much farther than the main, U. S. 20 (Jacob's Ladder). At the eastern end the descent into Russell is an adventure in winding, steep curves along a deep gulch where a brook roars down through the woods and rocks. But the road is safe. Blandford, incidentally, has made itself interesting for tourists by posting signs indicating historic places throughout the mountin town. This is the Knox Trail from Otis Center to Russell and one is reminded of the grand march made by General Knox from Fort Ticonderoga to Boston with captured British cannon for the Continental Army under George Washington. It took months to haul them over the Berkshire Hills by ox-train, for much of the route had to be literally hewn through a howling wilderness. The military road entered Massachusetts at North Egremont and went through Great Barrington and Monterey. At "Little York" in the village of

North Egremont is a marker telling of a skirmish between Knox's men and British as the expedition had encamped there. At Belcher Square, Great Barrington is another mark-

er indicating the route



PROGRAMOREUSEERRATE TOBE HELDING

Many Novel Features Arranged-Opening Gun and Diacussion of the Grub Boxes Takes Place at 1 O'clock in the Afternoon.

Unveiling of the Jacob's La der Boulder Comes at 2.15 Mr. Minahan Explains About the Miscarriage of the Balloon Plans. :-

(B) LUKE J. MINAHANA)

On September 13 I wrote to tem Stevens relative to furnishing a indican for the Incolos Ladder celebration, Jallo for the purpose of making gas by top of the mountain.

On the 15th inst. I received a letter. from Stevens stating that a charge of SE(M) would be made for the balloqui and that he could furnish us with the newshe no charge other than tempsportation. He also acreed to come to Jacob's Lab-der and superintend the making of the hadroken gas for the consideration of ha extenses. He closed the letter by stating that "If this arrangement is satisfactory kindly notify me by Theaday, otheral, It will be impossible for me to unde take same."

take same."

the Sanday I wrote him that the arrangement was satisfactory and to safe the balloon and hydrogen plant to Chester, Mass., from which point II would have same carted to the top of Jacob's Ladder. I also stated to thin that if there was any question of his tring worried about the financial end of the transaction; to whre me and II would send him my personal election the amount in advance, and requested him to immediately notify me ipput recipt of my letter if everything was satisfactory.

relif of my letter if everything west statisfactory.

I did not hear from him on Tuesday and wired him through Slaylack. It is, a office and received a reply from Mrs. Stevens that Mr. Stevens was out of town and would not return until Friday. I immediately wired hack to find out where it would be possible to get in communication with Stevens task received the reply, that he was in Introduced the reply, that he was in Introduced the reply, that he was in Introduced in Introduced the reply of the sevens task received the reply, that he was in Introduced in Introduced the reply of the sevens task received the reply of the sevens task received the reply of the sevens task received the sevens of the sevens was out in Ohio making a balloon flucht and had made no arrangement for the shipment of our balloom, and making the attendent that she had not received.

PROGRAM.

1. To M.—Opening had discussion of the gautyboxes.

1. 50 P. H.—Ut Dis gaut alumber of the gautyboxes.

2. 50 P. H.—Ut Dis gaut alumber of the printer of the pri

Robil de freysier Tytis for Tyrischam.

2.20 P. H.—Dedicatory address at bounce by Rev. R. De Nicola Pres. International College, Springfield S. D. H.—Address by Hen A. T. Teradyay, presing officer in the platfornin followed by Harold Parice, chairman Massachusetts Highway Commission, and other propagant state and minicipal permissions state and minicipal strictions

Sent to Jail-Berlin, N. X Men Take Liquor, Then Eundles of Eagles. ..

Eundles of Eagles,

Felward P Dofley the gives als residence as pringfield, was taken little custody land night on North street for the second one in two-days. He is a stranger in the city.

The previous night se was drum and frightened abutuates of women. He hard tradicing setting his to the willow station, little district court resterday se get a \$30 suspended stricting.

Last night he again procured an everabundant quantity of liquin, and it seemed to affect his mind. He began runting around North street, and machine consider the fill thinnes, for gently lying and first him for his considerable fills whenes, for gently light can be not read for the fill will be street. I have not remarked him from Moton: A troud of several limited people lineked for hat treet may thinking that some me had been injured, as Doylo arresting sentent was revoked and in million he will seven 20 lays in the

to Prevent Union of Aged Woman with Young Man. To friendly the marriage of Mr. Sidney Reed, of, whow of former Deputy Sharif Med of Falls Village, it is a with the Walfer of Things. Find the Walfer of Change. Theodore Watson and Things of Change. Theodore Watson and Things of Falls Willage, it is said, have applied to Jindge of Probate David at C. Whitteen for the appointment of it conservator over the appointment of it is along for the appointment of it is conservator over the appointment of it is incompetent to manage for cetaic which was actimated to be worth between \$20,000 and \$30,000. A hearing on the application has been one for Seplember 20.

A hearing on the application has been set for September 20.

'Mr. Reed died five years ago next February. He conducted a livery, also the undertaking business for many rears. Mrs. Reed spent last winter in Florida, returning in April. About six weeks ago she was suddenly stricken ill and since that time her mental condition has been poor, Sha is under the chre of a mura.

About two weeks ago a man said to be J. Brennan of Fittsfield, Mass. went to Falls Village and reported that Mrs. Reed, had been corresponding with J. K. Keriin of Tampa, and that he was going to Falls Village to marry her. The news reached Mrs. Reeds, sister, Mrs. Bidsell, who resides on Rhiff monntain in Kent, and she moneed the selectmen to bring the petition for the montain in Kent, and she moneed the selectmen to bring the petition of the Mrs. Reeds. On Monday Kerlin arrived at Falls Village.

probate coult for a conservator for Mrs. Iteed.

On Monday Kerlin arrived at Falls Village and registered at the inn conducted by Martin Lanks. The next day he called at she home of Mrs. Reed, who lives over the fallroad office, but he was there. Iees than haif an hour. He observed the woman's mental condition and concluded that a martimosial minn was out of the question. He remained in the village jutil this morning, when he boarded a southbound Berkahire division train. He said he was going to stop at Kehn and in New Jersey before returning to his southern home. Wednesday Kerlin was in Lee and Lenox and it is believed that he met Brennan in the Berkahies.

It, he reported Brennan formed an acquaintance in Florida hat winter and that the latter was the means of Mrs. Reed and Reelin entering into correspondence with each other. Brennan has a wife gad the two, it is said, have been visitors at Mrs. Reed home.

Kerlin, during his stay in Falls Village, admitted that his meeting with Mrs. Reed on Tuesday was his first.

Relatives Have Taken Steps Carriage Belongin Livery Was Wrec South Lee-Th Story.

Highly of Springfeld with Kenney hotel last ni. Bair after they had wrech belonging to be R. P. Happay of Lee. McFadden very few arrest, clarged with ni animal, but its companion in uved that his physician I. Morror, advised that it Whiled R. B. McFadde J. Mercer, a vised that it will the move him. In the court this morning McFa october 1. He was represent A. B. Clark, and the by Lawyer James O'Brien

The two men hired a Hayes company last events being of Representative li Hayes company last evening the first of Representative R at Tryingham, Between the mar the lingersoil bried upon the wolley car trailer can amasked their rig. Mr. Hayes the men then to this city, leaving the horses which was found by a column claim they gave in case. The wagon was a tith loss in figured at \$165. Deputy Shiriffs Wadded of Lee notified State Offic Bigh in this pity. Mr. His Discrete listrett of Boates for a short time, went on Officer; Blair motified them were at the lostel. McFradelit to impose in court but mix go.

All. DicFraden was seeing hotel the incoming to the late of the more at the orter.

hir. McFadden was severed to be noted this morning to the Blagte. Mr ma be seen in the was in link to Mr. McFadden, the dist the livery stables of a flee yesterlay and inquire tal of a man to go place. He was informed was \$2 and it was agreed factory. The livery man from gimen that the horse roung imen that the horse young men that the horse calt automobile accident a existable, but that hicker been attached to the au-liquited if the horse won' dashboard, and was in-

would not.
In approaching the cothe accident accurred, to seen approaching. One want the other was a pass arti the other was a passwork car had passed and it with fright. In trying to mit, it backed up on the and the passed ger car who are two going at a fast stack the wagon about July how the accident sechappened be was unable wagon, he said, was surhows somewhat injured thereon from the horse somewhat injured were thrown from the Madden was not injured that Haskell was out ab-



the statement that she had not received in letter. Her excuse was that like. Stevens being away she had not goue to the post office to take the mail from their post office box. I then asked it she could not ship the halloon and he dropen plant and we would it? to get some one to operate the plant. She attend this was impossible as she did not think we could get any one who could operate it.

this was impossible as ahe did not thing we could get any one who could operate it.

I then fried to arrange through different chemical houses in New York for the set of hydrogen, a in which I also failed. I then called in Mr. Sponsel of the General Electric company and stated our case to him and he very kindly called in his chemist who in turn communicated by telephone from their different to the icad, chemist of the General Electric company's plant at Schenectad. This talk was along the line of the possibility of taking up a temporary possibility of taking up a temporary that this process would be entirply up show and had to give up the ideal.

On Thursday I declided to telephon to Mrs. Stevens to ship the iballow would attempt to have same filled will coal gas at the Thitsfield gas plant his take out the balloon on a high amount of the purpose of making bydrogen show and by working from b oclock is the morning until 5 oclock in the afternoon, we would probably he able to get the balloout.

WORK ALL PLANNED

moon, we would probably be able to concern coondings to raise the balloon. WORK ALL, PLANNED) a This work was to be done on the to of lacob's Ladder and we started in make earangements to get the difference of the content to be carted to Jacob's Ladder so as to be carted to Jacob's Ladder so as to be a ready when the balloon arrived, the Friday morning at 1020 I received the following telegram from Mrs. Sterkis "Balloon not in hit condition to ship lake very ballly. Cannot locate austication."

er. This was rather, discouraging after having tried in every way possible at finally had to give up the ballion and consion for the Jacobis Ladder defection. I called up Prof. Rocks is Roston to got his navice as to schetch to would be possible to get one of the halloons used by him for sounder purposes, but received word from him the distinct have the received to be the second of the secon

poses, but receled word from him thin the did not have any on hand and a tiny were used in Germany tuers as no possible chance to get another. Fifteen dollars was spent in telephorning between different points trying thin some relief. I tried to get the good the halloons "Pitstick Heart of the Lickshires," which, of course, while halloon being released without a sile balloon, heing released without a sile bave been a sacrines instruct as its balloon, being released without a plow would probably never have inchingered cred. But we found it would be impossible to generate enough hydrogen, as even by working all high and all tumorrow with the Esprovised plant to raise this balloon off the ground high and the release two down the size of the Heart of the Berkshires int found this would be impractical and therefore the handing every effect, head to give a chemical handing every effect, head to give a day of the handing every effect, head to give a day and adult defeat.

(Continued on Eighth Page)

TO WED SOON

Tirent Marrington Announce the long ment (of the danghter, 1199/Ada,

The previous night to was drains and ficial bened, administer of women. He interigate there is that a hard trade in getting him to whe solice station. In the district our resterday as gut a \$10 caspended soutenes.

Last nightshe again procured an every shundant quintity, of liquor, and it seemed to effect his fund. He began considerable distributed. He began considerable distributed. He began in considerable distributed. He began in feed of the Carry also either. However, and massing for Doyle and save him charter. Offer I red Carry also either. Hottom: A record of the World in Morton. A growd of several hundred people licked forth attrett many thinking that some one had beed injured, as Doyle crews on the hore of correction.

In district count this morning vesterilas's sentency we revoked and in addition he was alver 20 slays in the hours of correction.

Alicert A Keeper and Asien Letter of Feilin, N. It drive into them yesterilas's sentency we revoked in the first mained in minimum and after completing their inslucion involved to be strong and fier, and by the time took finds sent lotte were well into the finds and lotte were well than a swing on the fringer lotter in their least took the mean put them in their many in the hand a find conting the sent portion of the finds of the properties of the finds with the latest took the goal put them in the kind a coppelling their properties. He was a fire in Daniel's cliffy mill on Peek's roal, but there drove mith a link had some and took the goal to the put the in the hand and the properties of the properties and man was in slightly better condition.

In the district isourt this swrining, Regier pleased gilly, for ininterment and was for a few and the guilty, but say from a fine of white or and fine of drinking gild finit of white count in the work of the was a free in the friends. He was fine and the work as the land. He maid a \$5 fine.

FIREMEN GVEN

FIREMEN GIVEN LEAVE TO WITHDRAW

Leave was liven; the permanent firefighters inct twening to withdraw their petition asking for more pay. The fire department dominitee, at its last meering appointer a sub-vanantitee to see about renovating the Control fire anticol, which is in had rondston, and to get the estimate of the cost of installing fire nlarm boxes in the West Pittsfield section of the city, it is departing from the West Pittsfield section of the city, it is department and a committee from the Pittsfield and the wonderwriters, association appeared before the committee from the Pittsfield and the matter will be further considered by the committee for West Pittsfield and the matter will be further considered by the committee the matters of recommending the purchase of an auromobile combination chemical and hone rurely and the increase of the pay of the call discuss where given further time to recaider the matter will arranted an soon as folletton. The increase was wages for the will discuss with a wages for the will discuss wages for the will discuss will arranted an soon as folletton. The increase matter, which was a matter will as a continuous the will continue and the matter will arranted an soon as folletton. The increase matter was a soon as folletton. The increase matter was a soon as folletton. The increase matter was a soon as folletton.

BADLY BURNED WHEN GENERATOR-BLOWS

The generator of the automobile owned by A. J. Josephon of one North attrest exploded Wednisday high in West Mitch-bridge jubil M. Josephon, who was work order to the car. [was] is all your works are the car. [was] is all your works were the car. [was] is all your works were works and were the car. [was] is all your works were well as a second with the car. [was] is all your works were well as a second with the car. [was] is all your works were well as a second with the car. [was] is all your works were well as a second with the car. [was] is all your works were well as a second with the car. [was] is all your works were well as a second with the car. [was] is all your works were well as a second with the car. [was] is always well as a second with the car. [was] is always well as a second with the car. [was] is a second with the car.

it is believed that he met Brennan in the Berkahlies.

It is reported in Falls Village that Mrs. Reed and Brennan formed an acquainfance in Florida hast winter and that the latter was the means of Mrs. Reed and Kellir cotering into correspondence with each other. Brennan has a wife and the two, it is said, have been visites at Mrs. Reed's busine.

Kerlin, during his stay in Falls Village, admitted that his needing with Mrs. Reed on Tuesday was his first.

THROUGHOUT

Staples J. Warner Succumbs to Short Illness.

Staples J. Warner, aged 68 years; died isst night-at the House of Mercy after a short illness with cutarrh of the stomach and heart trouble. The body was taken to Great Barrington this. afternoon on

and heart trouble. The body was taken to Great Barrington this afternoon on the 3 o'clock train where the funeral and burial will take place.

Mr. Warner was a native of Great Barrington and was very well known throughout the robuty. For years he was clerk at the Herkshire hotal in Great Barrington. Later he conducted a hotel in North Adams and also at one time ran the Hinsidale hotel in Hinsidale. Hie was also clerk fat the Norwood hotel in this city several years ago.

For quite a number of years Mr. Warner was employed by the Run Publishing company, and the Easte Publishing company of this city as collector and his official duties teel him to all parts of the county and served to enlarge his previous large acquaintanceship with the prominent residents of Berkshire. For a short time Mr. Warner conducted a collection agency of his own. Of lafe he had been employed by the Eureha Electric company in a similar capacity.

Mr. Warner was a man of sepial, friendly disposition and always had a smile with which to greet an acquaintance of short or long standing. He was a good conversationalist, well versed in Berkshire county lors and traditions and had a fund of with any any any and anecdotes at his obminand as the eccasion might require.

As a collector, as well as in the other positions in which he was campleyed, he enjoyed to the fast the absolute confidence of his employed. In woose word could be relied upon.

He is auryived by two soes, Harry O., and Clarence I. Warner, both of this city.

WILL PUT IN THE

It is probable that the Plitsheld Angiers ciub will buy 12,000 er 15 boo ingering trong from the Hartsyllie hatchery this fall for disting the and and in the streams in this seek that the property of the stream in the seek that the stream in the seek that the stream in the same hymber of fingerlings in the state, it lies was the most part and the state, it lies was the most part and the state, it lies was the most part and the state, it lies was the most part and the state, it lies was the most part and the state, it lies was the state in the state in

t automobile accidentable, but that he mitached to the indired if the horse dehimend and was

would not:

In approaching to
the arrivest accurred
approaching.

and the other was a and the other was a t work car had passed a with fright. In trying mit, it backed up on and the passenger on says was going at a stanct the wigon also Just how the accident happened he was ma-wagon; be said, was locked somewhat in wagen; be said, was horse armesthat in, were thrown from Fedden was not into but Haskell was out about his left ear slightly interpret and the contains the young mention they preferred to According to Mr. Vithe horse in charge of informed him to refue stable, saying he won man by telephone latter according to McFaible in a near-by stable.

in a near-by stable thoughts, he said, we in price and he wantfor before be attended for before he attended young men give fiction of the conductor, but told for staying at the Kennes. They buarded a north the ear at Piret atromatic to go through condition they were the settlers.

the accident,

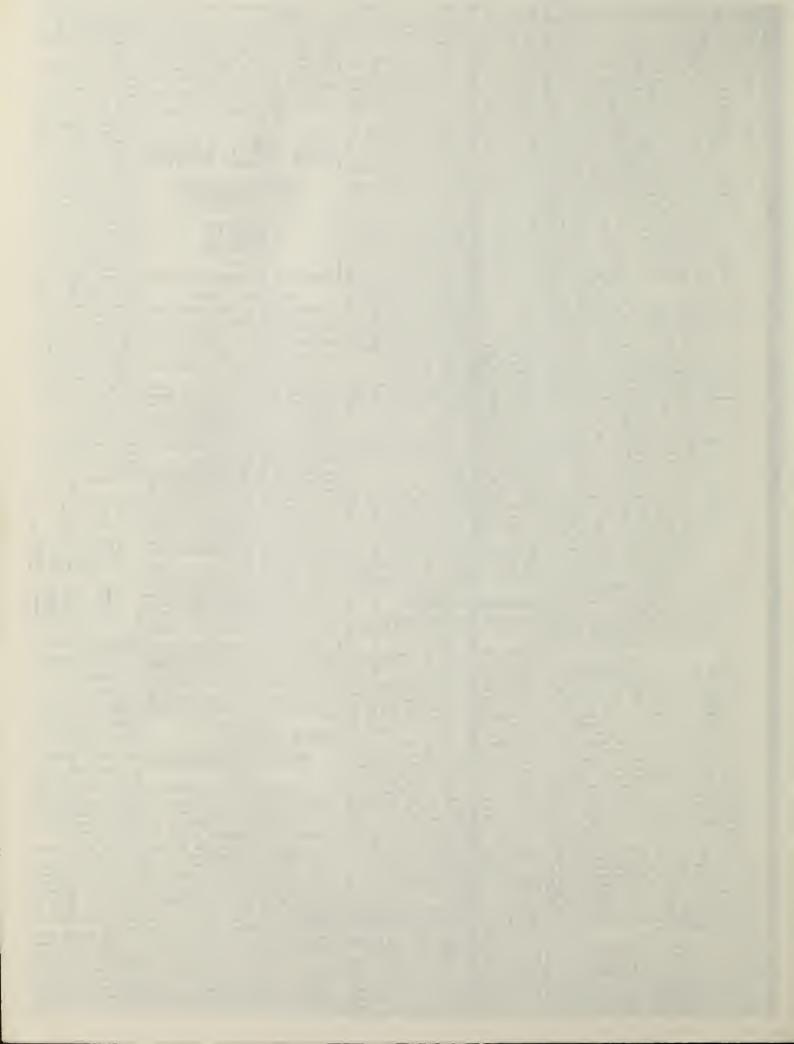
Dr. William J. Mosthe Kenney botel and kell's wounds. It we several attrible in his criement of securing a Paiden said he force

James Rifey, War "The Tramp's District Cour!

ames Riles. Cours Clarence L. Warner, both of this arrested at the Junet freight fiding pleader from in district cours were fined \$10 each for 20 days to work out the Junet.

MANY FINGERLINGS

aired to make a statem hierey told a hard loca-ling to a place where work. State distortive to finding them and an



Chicago & Altah Acceptant Chicago Grent Western Pfd Chicago Grent Western Pfd Chicago & North Western Chicago & North & S. Paul Chicago & S. Loulz & S. Loulz & Chicago & Southern Chicago & Southern Chicago & Southern orn Productsk. Delaware & Budent Souver & Hoggirande of Souver & Riogirande of souver & Riogirande of souver & Rogirande of souver & Frie 1st pfd L. Frie 2nd pfd L. Frie 2nd pfd L. Frie 2nd pfd L. Frie 2nd pfd L. Frient Northern pfd L. Frient Northern fd L. Frient Northern fd L. Frient Likevier Lice title L. Frient Likevier Lice title L. Frient Likevier L. Friend L. Fried L. Friend L. Friend L. Fried L. interborough-eint pfd. Inter Harrester forer Marine pftl seternational Paper seternational Tumps wa Central ansas I liv Southern venas The Southern pfd crebele (Ins.). cubville & Nashville funeapolis & St. Lenis dan, St. P. & Soult St. M. . Mosouri Kannas & Texas pfd. cosouri Pacific l'acide . stional leads n York Central riolk & Western v York Cutario & West New York, Unitaria & West Seated American Pacific Line Standard Control Cont towed Steel Car House Dalues Car min'ny Steel Spring 701.65 121.6 25 b 1 52.4 1 25.0 1 26.1 collect Railway collect Railway pfd. collect Richard West collect St. Louis & West collect St. Louis & West and States Realty atted States, Steel noted States. Steel pfd. 110 Vestern Maryland 44

Westinghouse Electric

Westerns 1 mon d5.4
Wheelink A take Erie 4.4b
Wheelink A take Erie 4.4

NI WYORK, SEPT. 23:-4(N)N) Money on call steady at 1.7-8 per out. Francis percentile paper 5.1-2 to 6 per cent. Exchanges, \$286705,256; ball-

NUW YORK, BEI'T, 23 -- Corton fur-ties opened steady. Sept. 13.80, Gen. Nov -- Dec. 13.25, Jan. 18.22, March., 13.83, April 1av 1318, June -- July 13.36.

. . . 39,801,003.

(Continued from First Pare.)

THE EXECUTIVE CY. ATELLATION OF THE EXECUTIVE CY. ATELLATION TO A STATE CO.

THE EXECUTIVE CY. ATELLATION OF THE EXECUTIVE CY. ATELLATION TO A STATE CO.

THE EXECUTIVE CY. ATELLATION OF THE EXAMINED OF THE EXECUTIVE CY. ATELLATION OF THE EXAMINED OF THE

automobilists who are to be in the Berkshire for this issuanton, a neuthel and been arranged for to be artifized as been arranged for to be artifized as you the Went Pittsfield and trap who will flow the mention will inform them of the recent police regulations regarding West Pittsfield."

James O'Brien of Lee, chairman of the Lee committee, went to the annuals today to see that all the arrangements there for the college of the lee.

day foliose that all the arrangements there for the celebration had been made. Tomeerow, Sheriff, Nichedsen and his deputies will be on band carly to take charge of the parking of the motories, which will be done by elles, every city having a separate place reserved for his motorieta.

The committee is designing that Plets. held automobilies and those in the im-mediate vicinity of this city who have vacant seats in their cars and would be willing to make up a party to take 2the summin should notify Secretary Harger, 'phone number 8702 this evening in sever that be can souffy them where

to stop for these passengers, as there are many who would like to arend out who have not the transportation facile ties for reaching the amount.

The weather conditions for tomorrow call for clear and codler.

GRAND COUNCIL TO BE PRESENT

There was a very large attendance at the noeting of Onota council, Itoyal Ar-cumum last evening. One candidate was

CELEBRATIAN TARGET PRA

WASHINGTON, BEPT. 25-Dorling target practice of the Atlantic fleer of the Praints open reserving one of the baltic sleer, of the baltic fleer, of the baltic fleer, of the baltic ship, Georgia, burst on the first range abot. The mustle as far back as the feward and of the Jacket was blown of. The crew miraculously occupied in fury.

In accident occurred to the left gub in the forward surret of the Georgia and the tilg gun was twined, probably beyond repair.

'The report of the accident reached the navy department this morning in a wire navy department this morning in a wire-less despatch from the commander-in-chief, itear admiral Behruseder. The Georgia was one of the helleships of the second against in the day target practice. The reason of the need had been divided into two musadrops, one of which held stading practice on Wednes-day and the other did its firing yester-day.

day and the other did its firing yesterday.

The Georgia is commanded by Captain William L. Rebgers, and is the flagslip of Hear Admiral Shmuel P. Comby. Commander of the third division of the Atlantic fleet.

No further details were given in Admiral Schweder for telegraphic report. The faccident, of course, put a material part of the Georgia's battery out of business but the battleship still has three 12-inch zine to work and will continue the target practice with the material will not interfere with the Georgia's participation in the coming European cruise of the Atlantic fleet, for another gun which is built picture to by November 1.

CITY NOTES.

Three singers at the Spa Saturday night. Edward J. O'Connel, burlene, Miss V, P. Hosa, dramatic so-trains, Mr. & C. Mackin, lenor, and 4 reels of pigures—12liss Esther Stokes is the guest of Miss Kutherise Homilton in Holyske, —-William Connor of North street,

left yeslerday to enter upon this studies

ra Cornell.

formell.

Lower William D'Hoarn of North
no, who 5- running for the denole nomination for representative in the 2nd Rerkshire district, was 15, the

A horse award: by the Morescow Lake by company one of a least the corner of Pouter and West streets, this morning, Endly brutching me side and

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John Vasti, 3rd, of New York city, as is spending a few days here.

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Octob:

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THE SUMMIT

Point on Facob's Ladder Where Exercises Will Take Place

Opening of New Highway Over the Mountains To Be Signalized in Very Elat orate Manner-Bugaboo of Automobilists Touring Between Pittsfield and Springfield Thing of the Past-New Highway One of Much Scenic Beauty

and Springfield Thing of the Past—Wew Highway

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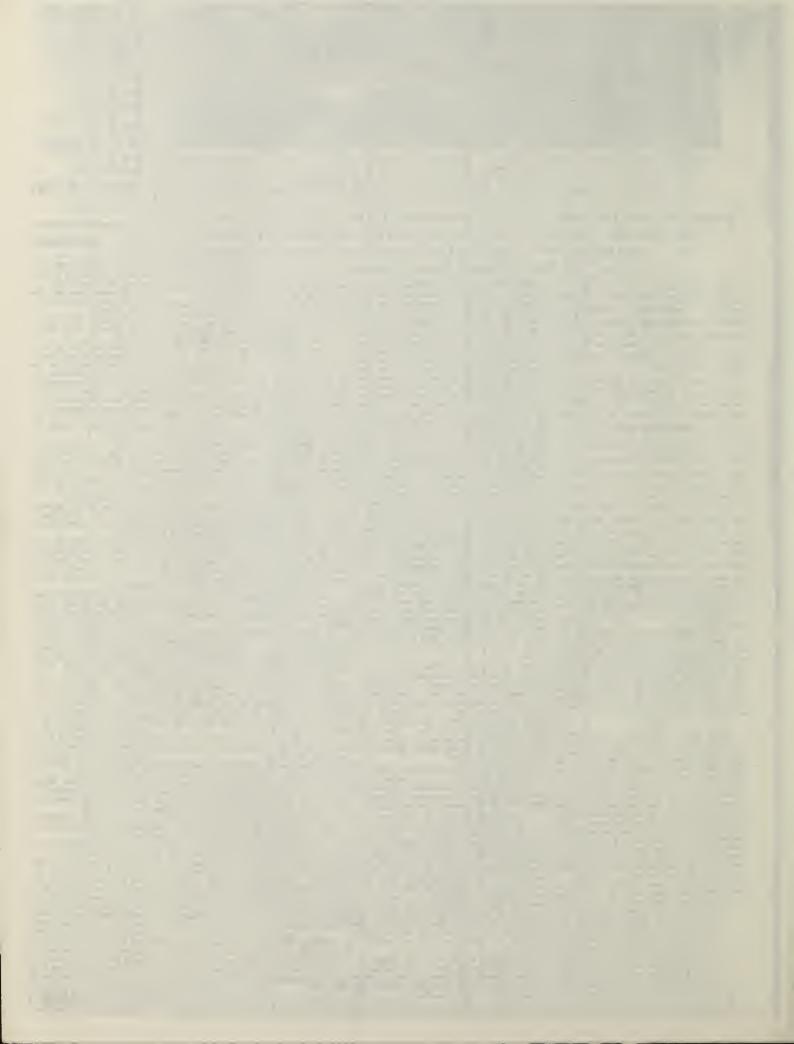
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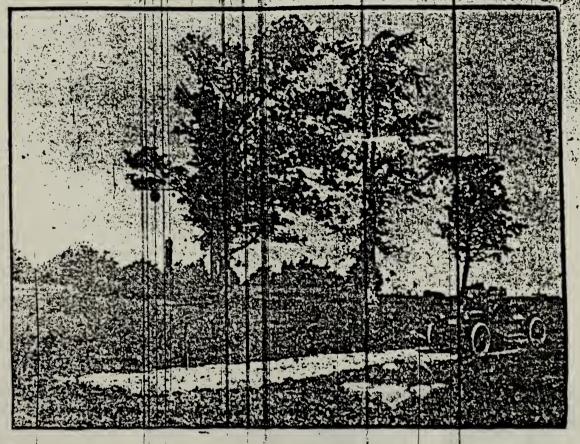
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-- Mrs. John Sheven at victing her pictor, Mrs. in Lamosbord.

-- Patrick (Kelley of H. hope over bunday.



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THE SUMMIT, Point on Jacob's Ladder Where Exercises Will Take Place.

Opening of New Highway Over the Mountains To Be Signalized in Very Elab orate Manner-Bugaboo of Automobilists Touring Between Pittsfield and Springfield Thing of the Past-New Highway One of Much Scenic Beauty

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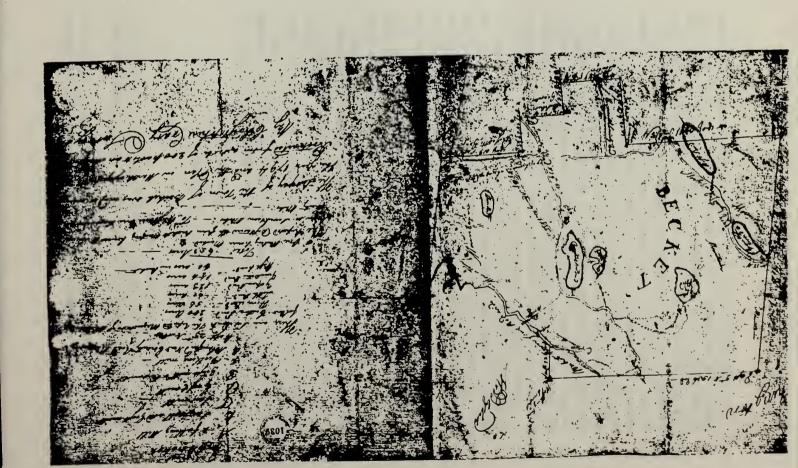
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A Bicentennial History

of

Becket

BERKSHIRE COUNTY, MASSACHUSETTS (incorporated June 21, 1765)

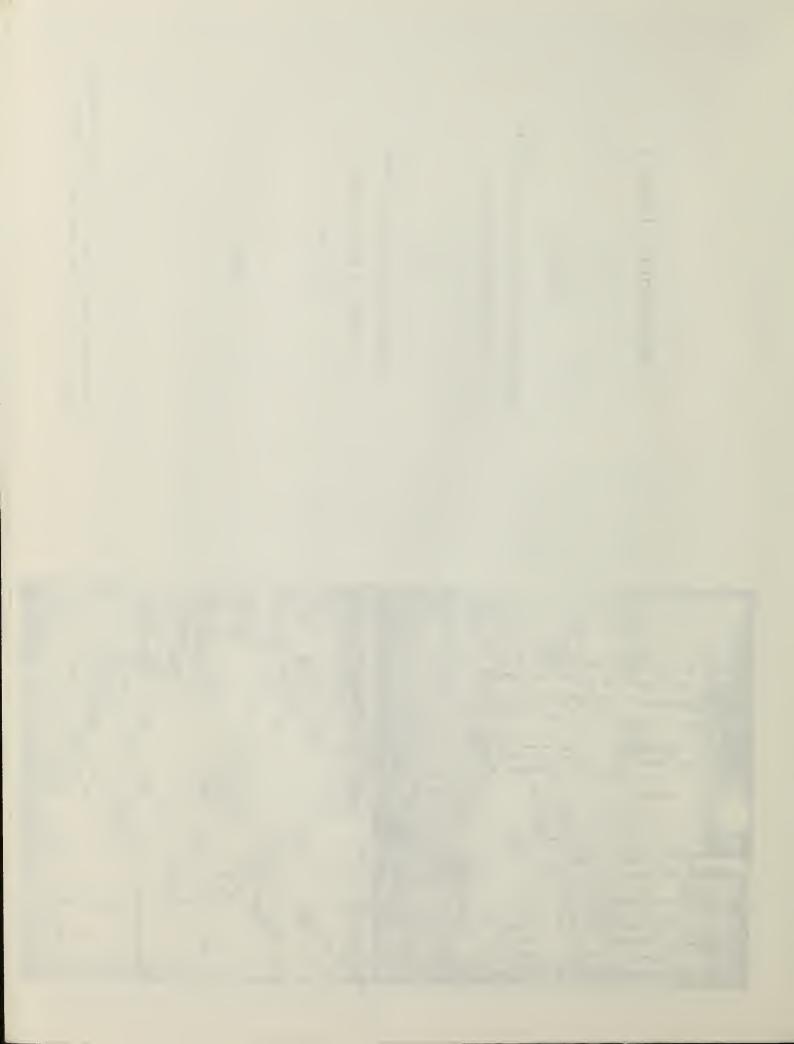
by

CATHALINE ALFORD ARCHER MITCHELL J. MULHOLLAND

and others

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Compiled by Esther Turner Moulthrop for the Becket Historical Society under an appropriation of town money voted by the citizenry.



heads, knives, and arrowheads have been found in Becket lands. Milan M. Morse has a fine spear head found on the old Morse farm in West Becket.

There are several known Indian cemeteries in Becket, one near Greenwater Pond, one off the George Carter Road, one on the Plumb Road, and one on the Tyne Road.

JACOB'S LADDER

by Albert R. Palmer

The high ridge that divides the Connecticut and the Housatonic valleys has always been a difficult obstacle to traverse. For over one Lundred years, it prevented the settlement of Becket and most of Berkshire County. With the building of several turnpikes and later the Boston & Albany railroad and the Hoosac Tunnel for the Boston power motors, it was no match for the steep hills and deep mud holes that characterized most of the rural roads of that day. Again this ridge posed a seemingly insurmountable barrier between Berkshire County and the eastern part of the state. Motorists from the Springfield area had little trouble following the Westfield River valley as only way it could be "negotiated" was by having the cars drawn up and Maine railroad, it seemed that at last this obstacle had been conquered. With the beginning of the 20th century, however, a new form of transportation came into being-the automobile, or much sneered-at "horseless carriage." With its smooth hard rubber tires and low horse far as Chester, but from Chester to Lee the road was so steep that the the steep grades by some friendly farmer with his horses or oxen.

Ienox, at that time, was at the height of its fame as a summer resort for the country's wealthiest people. Many of these were among the first to own motors cars. Cortland Field Bishop, a millionaire sportsman and a big game hunter, was the most ardent of early motorists. For some reason he seemed to feel that the difficulty of ascending and descending the present Route 20 on Jacob's Ladder Road was a personal affront to him, and he exerted all his energies to see if he could improve it. He asked William S. Palmer, who lived on the west slope of the Ladder and was very familiar with the local terrain, if there was some easier way to ascend the last and steepest hill. Mr. Palmer took Mr. Bishop on foot over what is the present layout of the road. Using his influence in Boston, Mr. Bishop finally persuaded the State Highway Commission to view the proposed new route. With Mr. Palmer, the commissioners went over the proposed road. They agreed

that the grade would be materially lessened but felt that the cost of relocating the road was more than the state could afford—whereupon Mr. Bishop said that if the new road cost more than a certain sum, he and his friends in Lenox would pay the difference.

The road was begun in 1908 and completed in 1910, at the cost of one hundred thousand dollars, and was the first scenic automobile highway to be completed in Massachusetts. On September 24, 1910 a gala celebration for the dedication of the new road was planned. The ceremony was to be held at the summit on the property of Mrs. Jane Rambo. A large flat stone that had been the doorstep of the old Morey farmstead nearby was drawn to the highest spot on the side of the new highway at the expense of Mr. Robert Graham of Lee. It was stood on end to serve as a monument and smaller markers were set around it. Mr. Peter Tyer of Lee erected a flag pole and donated a flag. President Taft was invited, and it was planned to have a balloon ascension.

Alas for all the well laid plans, September 24th dawned cloudy! By one o'clock a light rain began to fall, and by three o'clock it turned into a downpour! However, the celebration went on with unabated enthusiasm although attended by a much smaller crowd than had been expected. It was estimated that eight hundred persons were present with 140 cars and 260 horse carriages.

Mrs. George Westinghouse, the wife of the inventor of the air brake and founder of the Westinghouse Electric Company, raised the flag and Mrs. Robb DePuyster Titus, wife of the noted archaeologist, of Tyringham, unveiled the monument. Congressman Allen T. Treadway, later a state senator, was master of ceremonies, and Matthew D. E. Tower, chairman of the Board of Selectmen, represented the town of Becket. The main speaker of the day was R. DeWitt Mallary, president of the American International College of Springfield. Sheriff John Nicholson, of Pittsfield, spoke for Governor Draper who was unable to be present. The combined bands of Iee and Lenox furnished music. The fireworks that had been planned for the evening were washed out. Thus was dedicated the new "Jacob's Ladder."

The road was rebuilt in 1918 and again in 1930, and until the opening of the Massachusetts Turnpike in May, 1957, it was the most heavily traveled road running east and west across Berkshire County.

In 1965, the Summit House, the Tower, and Deer Park, owned and operated by Mr. and Mrs. John Anderson, at the "Top of Jacob's Ladder" provide a refreshing stop for tourists.

Originally this Becket mountain was called Morey Hill because a family by the name of Morey had come from Cape Cod to live at the top. When asked why he left the Cape and settled here, Morey



replied that he wanted to find a place that had stones enough on it to keep it from blowing away.

There are various stories and legends as to how it became called Jacob's Ladder, and this is one the writer heard as a small boy: Deacon Daniel Camp, who lived on the east side of the summit and had a long gray beard, used to draw the early cars over the top of the hill with his oxen. One day a motorist from Springfield was telling his admiring friends of his trip to Pittsfield and back, and he said, "The last pitch was as steep as a ladder but an old chap who looked like the prophet Jacob pulled me over with his oxen!" Hence the name for Jacob's Ladder.

With its numerous "Thank you ma'ams," the road did indeed resemble a ladder when viewed from the Deacon Camp place. It should be remembered that "Thank-you-ma'ams" were not poor road design. They were a protection against wash-outs and resting places for oxen and horses on their way uphill. It is said that the name became common in headlines when, in 1910, Cortland Field Bishop, following a sermon in the Lenox church, passed on the name-find (that he had made from farmers in Becket) to a Pittsfield newspaperman.

The present day motorist, while traveling over the Ladder, may observe a white marble monument at the junction of Route 8 from Otis and the Ladder Route 20. This marks the site of an unusual accident. On June 1, 1847, young Johnny Glede and his father were racing their ox teams while working on an adjacent farm. The wheel of the boy's ox cart hit a stone and tipped over, killing him instantly. His father and the neighbors were so grief stricken over the accident that they erected this monument to mark the spot. This may have been the first fatal accident on Route 20.

BECKET PHYSICIANS

In Part I of this volume is related the heroic ministry of healing in Becket instituted by the town's first physician, Doctor Oliver Brewster. A surgeon in the Continental army, he had come from Lebanon, Connecticut, to Becket at the close of the Revolution. The inscription on his grave stone at the Center cemetery reads: Sacred to the memory of Doct Oliver Brewster, F.M.M.S. who died Feby 15, 1812... He had been in practice in Physic in this town 33 years, and by his faithful persevering industry attain'd to eminence in his profession. He was a pattern of conjugal and paternal affection, hospitable to strangers, kind to the poor, and in some good measure devoted to the interest of Religion . . .

Dr. John M. Brewster, son of Dr. Oliver, was born in Becket in 1789. Educated at Lenox Academy, he studied medicine under his father, graduated in Boston, and reached home the day his father was brought home dead of apoplexy and commenced at once practice in Becket. He removed to Lenox in 1821. (His son, Dr. Oliver E. Brewster, born in Becket in 1816, educated in Lenox and at Williams College, practiced in Pittsfield and was commissioned surgeon of the 48th Massachusetts Regiment in 1862.)

Dr. Charles Culver succeeded Dr. John Brewster in Becket, but after a few years he removed to Chatham, New York. Chester E. Freeland and Vassal White, Jun. then located here. Dr. White remained a short time and went to Stockbridge. Dr. Freeland was the faithful servant of the people in the town more than twenty years; then he settled in Worthington, whence he went to Fitchburg where he died. Before Dr. Freeland left town, Dr. William O. Bell and Dr. Henry Pratt located in the village (those preceding them having been at the Center). Dr. Pratt remained a few years, went to Ohio and then came to Lanesboro, where he died after many years of successful practice. Some years later Dr. Bell went to Huntington, and thence to Westfield where he died.

Since Dr. Bell, Becket had Drs. E. P. Starkweather, E. G. Wheeler, later in Middlefield, Mass., George Frothingham, later a professor in the medical department of the University of Michigan, G. W. Parker, D. M. Dill, later in Newark, N. J., D. M. Wilcox, later in Lee, Rudolph Harnes, Hubert Howel, later in Westborough, Mass., H. L. Blair, and Leander W. Combs, who was practicing in 1885.

Dr. Combs later retired, but continued to practice in the absence of a resident physician whenever called, until his death in 1922. Dr. F. A. Robinson came to Becket in 1897 for a short time, Dr. Elwyn Capen from 1904-5, Drs. Henry and Ben Dearborn (brothers) resided and practiced in Becket from 1908-21, Dr. Joseph D. Howe in 1911, Dr. Hugh Heaton from 1920-24, Dr. James Sanders briefly, Dr. W. A. Parker from 1926-27, Dr. H. C. Hageman from 1928-31, followed by Dr. William Smith, 1934-38, Dr. J. Harry Fierman, 1939-42, and Dr. Kurt Hirschmann, 1943-46.

In 1947, Dr. George G. Breit, a graduate of Boston University School of Medicine, entered upon an extended ministry of healing and beneficence, and is resident physician in the bicentennial year.

